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11	DED	KELLY		I-695-	ST. THOMAS DRIVE	FULLERTON		CBA	/ /	01/14/94	01/19/94	
11	DEO	MADDEN	*	I-95		WEST LAUREL	PG	HK	/ /	01/14/94	/ /	REDLINE LETTER
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O. James Lighthizer Secretary
Hal Kassoff
Administrator

September 14, 1994

Mr. Frank Abate 7555 Pepperell Drive Bethesda MD 20817

Dear Mr. Abate:

Thank you for your call to Mr. Jim Hade concerning highway traffic noise from I-495, near your home on Pepperell Drive. As you requested, we have enclosed a copy of the Noise Abatement Criteria. I'd also like to share some information from our records regarding your community.

A year ago our office performed noise measurements throughout the Al Marah community. We found that none of the measurements currently exceed the 67 decibel impact threshold. Previous, studies done as part of an environmental study indicated a maximum of four residences would be impacted by future traffic noise.

In the environmental study it was determined to protect these residences, a noise barrier costing about \$1 million would have to be built. The cost would greatly exceed the \$40,000/per residence limit established in our Noise Abatement Policy. As Mr. Hade explained in your telephone conversation, in order for any community to be considered for noise abatement, all of our criteria must be met.

I hope this information clarifies your concerns, but should you have any questions, please feel free to contact Mr. Jim Hade, of our Acoustic Team at (410) 333-8071.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: James Hade

Maryland Relay Service for Impaired Hearing or Speech 1-8-0-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717





O. James Lighthizer Secretary Hal Kassoff Administrator

January 31, 1994

Ms. Maggie Benitez-Cuffee 10633 Green Mountain Circle Columbia MD 21044

Dear Ms. Benitez-Cuffee:

Thank you for your recent inquiry to Mr. George Miller of our District 7 Office concerning the criteria for traffic noise relief under the State Highway Administration's Noise Abatement Policy. In order for a community to be considered for noise abatement all of the following points must be met:

- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- a majority of the impacted residences must have preceded the highway;
- construction of an effective noise barrier must be feasible;
- cost must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- seventy-five percent (75%) of the affected residents must favor the project; and
- funds must be available.

We receive many more requests for noise barriers than we have the resources to address. We must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise barriers should be considered and erected.

My telephone number is ______

Ms. Benitez-Cuffee Page 2

I hope this information adequately addresses your concerns. If you have any questions or wish to discuss this issue further, please feel free to contact Mr. Gene Miller of this office at (410) 333-8071.

Sinderely,

Director

Office of Environmental Design

cc: Gene Miller - OED

George Miller - District 7



7

O. James Lighthizer Secretary Hal Kassoff Administrator

Mr. John Bragale 6308 Rockhurst Road Bethesda MD

Dear Mr. Bragale:

Per your request, I have listed below the <u>tentative</u> project advancement dates for the noise barrier to be constructed along I-495, at Fernwood Road to East of Old Georgetown Road.

Please keep in mind that these dates are anticipated and subject to change as planning and design phases of this project advance. Also, our records do indicate that your residence (6308 Rockhurst Road) will be protected by the noise barrier.

Advertisement of project - Spring 1995

Summer

Bid opening - May 1995

Anticipated completion - Fall 1996

If you have any questions regarding this information, please feel free to contact me at (410) 333-8073.

Sincerely,

Shawn a. Meuson Acoustic Team

cc: Jim Hade Ken Polcak

My telephone number is ______



8

O. James Lighthizer Secretary

11 11

Hal Kassoff Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
5111 BUCKEYSTOWN PIKE
FREDERICK, MARYLAND 21701-8305

June 14, 1994

Howard County Dept. of Public Works 3430 Court House Drive Ellicott City, MD 21043

Attn: Mr. Tom Butler

Subject: Noise and Vibration Study

Dear Mr. Butler:

Enclosed is a copy of the Noise and Vibration Study for the Howard Residence, located at 4271 Montgomery Road (MD 103) in Ellicott City. The summary identifies a small water valve located in the roadway as a part of the vibration problems being experienced by the resident.

Please review the report and consider relocating the valve to a point outside of the traveled roadway. In my estimation this will assist in satisfactorily alleviating the problems being experienced by this resident.

Should you have any questions or comments, please contract John W. Wright, Jr., District Utility Engineer, of this office.

Thank you for your usual cooperation in resolving this issue.

Very truly yours,

Douglas R. Rose District Engineer

DRR: JWW: pw

cc: Dave Malkowski

Charlie Adams George Miller Richard Lindsay

Enclosed

(301) 694-2025

My telephone number is _____



Marian

O. James Lighthizer Secretary
Hal Kassoff
Administrator

October 27, 1994

Mr. Marshall Carter 7714 Delafield Place Alexandria VA 22306

Dear Mr. Carter:

Secretary Lighthizer asked me to thank you for your recent letter about State Highway Administration (SHA) "report cards." We appreciate your feedback on our facilities, and are happy that you find them to be satisfactory.

We agree that it would be wasteful to solicit opinions and then not to accept the responses. There was an unfortunate misunderstanding at SHA about the area covered by the mailing permit, which led to your card's being returned to you. We apologize for any inconvenience this may have caused, and thank you for taking the time to bring the situation to our attention, so we could take corrective action.

We hope you continue to enjoy your travels in Maryland. I have enclosed a Scenic Routes map which you might find of interest on your future trips.

Sincerely,

Hal Kassoff Administrator

Enclosure

cc: Secretary O. James Lighthizer

Mr. Marshall Carter October 27, 1994 Page Two

bcc: Mr. Charles B. Adams

Ms. Liz Kalinowski Mr. Edward Meehan

Prepared By: Charles B. Adams

I) NOKSE

IN REPLY REFER TO C/SP-MDOT

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE ANNAPOLIS: MARYLAND 21401 (301) 974 3901

BALTIMORE OFFICE ROOM 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (301) 225-4800

WASHINGTON OFFICE SUITE 315 444 NORTH CAPITOL STREET, N. WASHINGTON, D C 2000 (202) 638-2215

TDO (301) 333-3098

June 16, 1994

Ms. Pat Concannon 1606 Alston Road Towson MD 21204-1910

Dear Ms. Concannon:

Thank you for your recent letter about the sound barrier planned for I-695 and I-83. I appreciate your kind words about my term as Governor.

I understand your love of nature and the fact that traffic does not annoy you as much as it may your neighbors. However, the noise levels at I-695 and I-83 are high. In fact, they exceed the nationally recognized impact threshold. Noise at this level is itself a form of pollution which affects the quality of life. For this reason, Maryland has undertaken a program to provide noise relief to communities which existed when some of our older highways—those constructed before we had noise criteria—were built.

I also understand State Highway representatives have met with you several times about the project and that their designers are looking at ways to minimize the impacts to your property. Trees which would have to be removed will be replaced. Utilities will be relocated so as not to create unsafe conditions near your pool. Once the wall is in place, noise levels will be reduced in your backyard as well as your neighbors', making them more usable than they are now. SHA does not expect any rise in noise levels behind the barrier, so you should not experience a noise increase in your bedroom.

Again, thank you for taking the time to share your concerns with me. I hope you will be pleased with the result of this project.

Sincerely,

131

Mr. Dale Hilliard
Mr. Charles R. Olsen
Secretary O. James Lighthizer

bcc: Mr. Charles B. Adams

Governor

bcc: Mr. Charles B. Adams Mr. Dale Hilliard

Mr. Charles R. Olsen

Secretary O. James Lighthizer

Prepared By: Charles B. Adams



TUPET #24

O. James Lighthizer Secretary

Hal Kassoff Administrator

May 31, 1994

Mr. Louis A. Cecchini Chairman Laurel Ridge Citizens for Noise Barrier 16200 Laurel Ridge Drive Laurel MD 20707

Dear Mr. Cecchini:

I would like to let you know the current status of the soundwall construction project in West Laurel.

A contract was awarded to Greanya Construction of New Freedom, Pennsylvania, and work began on January 24. Unfortunately, construction stopped soon after the bulk of the clearing was completed. We were then informed that the contractor had filed for Chapter 7 bankruptcy protection in the Federal Bankruptcy Court at Harrisburg, Pennsylvania.

Our attorney has been in contact with the trustee, and is attempting to obtain the release of this project to the bonding company so that we can arrange to complete the construction. It appears that this release will be issued within the next several weeks. When it is, we will take immediate action to begin negotiations with the bonding company to finish this very important project. I am optimistic that much of the wall can be installed this year.

I hope this information will help you to respond to your members as questions arise. We will let you know of all developments as they unfold.

Sincerely.

Hal Kassoff Administrator



IN REPLY REFER TO ADM

WILLIAM DONALD SCHAEFER GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401' (410) 974-3901

BALTIMORE OFFICE SUITE 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (410) 225-4800

• WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N. W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Mr. Louis A. Cecchini Chairman Laurel Ridge Citizens for Noise Barrier 16200 Laurel Ridge Drive Laurel MD 20707

Dear Mr. Cecchini:

March 31, 1994

I appreciated hearing from you again about the proposed new sound barrier for your Laurel Ridge community. When we met last year, I was impressed by your and your neighbors' commitment to your neighborhood.

The project for the barrier for West Laurel has, in fact, come in under budget and the funds are available to fund the barrier for Laurel Ridge. I am pleased to tell you that I have approved the second barrier and instructed the State Highway Administration to add the project to the current job. You have made a very compelling argument for this site and it has paid off.

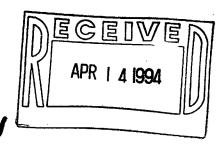
I add my thanks to you for your persistence and drive and quickly point out the support for this project of Senator Dorman and Delegates Maloney, Rosapepe and Menes. They represented you and your community well and urged my approval of the Laurel Ridge sound barrier. I am very happy to be able to help.

I would very much enjoy another opportunity to visit Laurel Ridge and see the fruits of our labors. Please let me know if you would like to schedule a visit.

Sincerely,

Governor

HALLELUJAH!!!



Mr. & Mrs. L. A. Cecchini 16200 Laurel Ridge Drive Laurel, Maryland 20707



TYPETT # 24. 05
O James Lighthizer
Secretary
Hal Kassoff
Administrator

May 31, 1994

Mr. Thomas Dernoga President West Laurel Civic Association Post Office Box 449 Laurel MD 20707

Dear Mr. Dernoga:

I would like to let you know the current status of the soundwall construction project in West Laurel.

A contract was awarded to Greanya Construction of New Freedom, Pennsylvania, and work began on January 24. Unfortunately, construction stopped soon after the bulk of the clearing was completed. We were then informed that the contractor had filed for Chapter 7 bankruptcy protection in the Federal Bankruptcy Court at Harrisburg, Pennsylvania.

Our attorney has been in contact with the trustee, and is attempting to obtain the release of this project to the bonding company so that we can arrange to complete the construction. It appears that this release will be issued within the next several weeks. When it is, we will take immediate action to begin negotiations with the bonding company to finish this very important project. I am optimistic that much of the wall can be installed this year.

I hope this information will help you to respond to your members as questions arise. We will let you know of all developments as they unfold.

Sincerely,

Hal Kassoff Administrator

My telephone number is _______



O. James Lighthizer Secretary
Hal Kassoff

MEMORANDUM

TO:

Mr. Bob Douglass

Deputy Chief Engineer

Office of Highway Development

FROM:

Mr. Charles B. Adams

Director

Office of Environmental Design

DATE:

July 13, 1994

RE:

Use of open-end highway agreement BCS 92-12B for Noise measurements

and design studies

As per our earlier conversation, we have received and reviewed a technical proposal for noise measurements and design studies for noise barriers on the I-495 section from approximately 3000' east to 6,000' west of the I 495/MD 187 interchange. The proposal is acceptable with minor revisions.

Please notify Johnson Mirmiran and Thompson to proceed with the work, subject to minor modifications that we have asked them to make to the proposal (noted on the enclosed proposal, and faxed to Mr. Dan Cheng 7/8/94).

If you have any questions regarding this request please do not hesitate to call Mr. Ken Polcak, of this office, at (410) 333-8082.

co. Mr. Jim Hade Mr. Ken Polcak

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



O. James Lighthizer Secretary Hal Kassoff Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION 136 DEPENSE HIGHWAY ANNAPOLIS, MARYLAND 31461

Joseph Geckle
Project Engineer
MD State Highway Admin.
AA-315-502-572
January 14, 1994

Greenwood Acres
Project Manager
Gene Gogolinski

Please be advised that there are no plans to construct a noise abatement wall system for the community of Greenwood Acres, currently under construction, on second street in Anne Arundel County. A section of the noise abatement wall system for the existing community of North River Forest shall extend approximately 300 feet east of South Haven Road. This wall however is neither designed nor anticipated to provide any noise abatement for the Greenwood Acres community. Plans for the noise barrier systems currently under construction may be reviewed at our field office on Harry Truman Parkway.

Sincerely,

Joseph Geckle

cc: F.Eisen - Hwy. design B.Davitt - Area Eng.





O James Lighthizer Secretary Hal Kassoff Administrator

October 31, 1994

Mr. Robert H. Goodin Director of Public Works 111 Maryland Avenue Rockville MD 20850-2364

Dear Mr. Goodin:

Thanks for your letter on behalf of Mr. Thomas Moore regarding noise near his home adjacent to I-270. A year ago we corresponded with Mr. Thomas explaining the factors and rationale behind the noise barrier decision in his area. I am sorry to say that the circumstances concerning this area have not changed, however I would like to share with you the factors behind our position.

When I-270 was planned for widening an environmental impact assessment was conducted which studied the potential future impacts with the proposed road improvements. It was found that <u>future</u> noise levels will not equal or exceed the Federal Highway Administration (FHWA) criteria level of 67 decibels (dBA) at any of the homes on Nelson Street, Owens Court, and Beall, Anderson, and Wilson Avenues. In fact, at Owens Court the future noise levels are projected to be 3-4 dBA below the FHWA criteria level. This is basically due to the distance of the homes from the highway (over 300-600 feet).

For an area to be considered for noise abatement, noise levels must equal or exceed the FHWA criteria level. The noise barrier that was constructed was not extended further south because those residences are not within the impacted area.

Finally, there is an additional factor that should be mentioned regarding this particular situation. Even if the existing noise barrier were extended to the south, the actual noise reduction realized at the subject residences would be quite limited. We find that barriers are most effective only for receptors located within 100-200 feet of the noise barrier. In general, homes situated at a greater distance away from or behind a noise barrier cannot be protected sufficiently to justify the associated cost of the barrier system. Even if noise levels were higher in this area, providing substantial abatement of the noise would be difficult because the residences would not be located close to the barrier, where the greatest noise reduction would be realized.

My telephone number is _____

Mr. Robert H. Goodin Page Two

I regret that we do not have a more positive response to offer Mr. Moore, but I hope you understand our position. If you should have further questions, please feel free to contact me at (410) 333-8063.

Sincerely/

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Jim Hade

Mr. Thomas Moore





O James Lighthizer Secretary
Hal Kassoff
Administrator

May 20, 1994

Ms. Mary Grace Howard 4271 Montgomery Road Ellicott City MD 21043

Dear Ms. Howard:

I am writing to report the results of the noise and vibration testing completed recently at your home adjacent to MD 103 in Howard County. A copy of the consultant's report is enclosed for your information.

Noise and vibration measurements were taken at the same time on your property to assess both the amount of traffic noise traveling through the air, and the amount of vibration traveling through the ground. The location tested was adjacent to the corner of your home, closest to MD 103. This is also in the vicinity of the small water valve located in the roadway in front of your home. The testing was begun in the mid-morning and lasted through the late afternoon, and measured noise and vibration levels continuously over that time period. In addition, numerous samples of individual "events" involving large trucks passing by on MD 103 in front of your home were also taken.

The average noise level (Leq) was found to range from 67 to 70 decibels (dBA), which is at or above our noise impact threshold level of 67 dBA. This is as expected given the close proximity of the house to the roadway. The noise, traveling through the air, may also be a <u>partial</u> source of vibrations you have experienced. However, a noise barrier for this area would not be an effective solution because the several driveways that access onto MD.103 would create gaps that would render a barrier ineffective at reducing the noise level.

Eight out of 40 samples of the vibration level were above the threshold of perception, meaning that those levels could be felt. The magnitude of the vibration level was also found to be $\underline{\text{far}}$ $\underline{\text{below}}$ that which could cause any structural damage to the house.

The vibration samples were taken when large trucks passed over the small water valve located in the center of the lane closest to your house. The valve cover and it's collar have settled below the pavement surface, creating a situation quite similar to that of a small, shallow "pothole".

My telephone number is _____

Page 2

Occasionally, a large truck will pass over the spot and the tires will hit the "hole". Thus, the potential for the highest vibration levels occurs when the vehicle's tires actually pass over the valve.

The earlier repair which partially filled the settled area around the valve has not totally eliminated the problem. Recent inspection of the site shows that the valve collar itself must be raised to be flush with the pavement surface.

I have brought this to the attention of our District Engineer Mr. Doug Rose, who will look at ways to correct the problem. Once the pavement surface and valve cover are flush, the potential for causing excessive vibration should be greatly diminished.

Thank you for your patience and cooperation in this matter, and for bringing this situation to our attention. Should you have any additional questions or concerns, please feel free to contact me at 333-8063.

Sinderely,

Charles B. Adams, Director Office of Environmental Design

Enclosure CBA/kp

cc: Mr. Doug Rose

Mr. Charles Watkins Mr. George Miller Mr. Richard Lindsey Mr. John Wright

Mr. Jim Hade Mr. Ken Polcak



O. James Lighthizer Secretary
Hal Kassoff
Administrator

July 7, 1994

Mr. Keith A. Harris
Acting Chief, Special Projects
Baltimore District, U.S. Army Corps of Engineers
Post Office Box 1715
Baltimore MD 21203-1715

Dear Mr. Harris:

Recently we approved your written request for an extension of the deadline for receipt of comments on the preliminary Final Environmental Impact Statement for MD 100, MD 104 to I-95. Inadequate staff to handle workloads was cited as a major reason for the delay. You also indicated, both in your letter and during discussions with Cynthia Simpson and Linda Kelbaugh, that the State Highway Administration (SHA) needed to identify priorities because the Corps budget and staff losses could result in future difficulties in meeting SHA schedules.

These issues are of particular concern to SHA. When the Region 3 NEPA/404 agreement was signed by the federal agencies in 1992, the Corps committed to providing sufficient staff to make the process work. We believe that the merged environmental/regulatory process is superior to the traditional, sequential environmental approval, permit application process. Project problems and environmental/permit issues can be addressed in a timely manner.

The Region 3 Task Force was also concerned about demands on staff and identified job-sharing with member federal agencies as a way to support the NEPA/404 process. Has this avenue been pursued? Is it possible to delegate some work to the state permit agencies? Is it possible to reallocate resources within the Corps so that more man hours are devoted to the more complex projects?

Your suggestion of transferring SHA projects from the Special Project section to another Corps section is of particular concern to us. That would not be satisfactory because it appears that other sections are not familiar with the NEPA/404 process. Such a transfer could result in inconsistent and extended review of SHA projects.

My telephone number is _____

Mr. Keith A. Harris July 7, 1994 Page Two

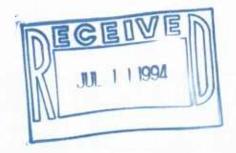
SHA is anxious to assist the Corps in minimizing potential schedule problems. This will enable us to develop projects which meet both our political commitments and the transportation needs of the citizens of Maryland.

Sincerely,

Hal Kassoff Administrator

Mr. Charles Adams CC:

Colonel Randall Inouye Mr. Louis H. Ege, Jr. Ms. Linda Kelbaugh Mr. Lenny Kotkiwicz Mr. Neil Pedersen





O. James Lighthizer Secretary
Hal Kassoff
Administrator

July 14, 1994

Mr. Norman Hecht 20934 Tewkesbury Terrace Germantown MD 20876

Dear Mr. Hecht:

Thank you for your letter regarding safety along MD 355 near your home in the Stratford Knolls community, and about noise which highway expansion may generate.

During the preliminary planning for the MD 355 expansion, the potential noise effect of the proposed improvements was evaluated. It was concluded that further evaluation the project design phase was required before we could determine if noise abatement is needed, feasible, and cost effective.

In the meantime, if you have any questions, please contact Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

Mr. Norman Hecht July 14, 1994 Page Two

bcc: Mr. James Hade

Mr. Creston J. Mills, Jr. Mr. Charles R. Olsen

William Donald Schaefer



Maryland Department of Transportation

The Secretary's Office

Governor

O. James Lighthlzer
Secretary
Stephen G. Zentz
Deputy Secretary

January 24, 1994

Ms. Eliane Janzegers 3209 Marcando Lane Upper Marlboro MD 20772

Dear Ms. Janzegers:

Thank you for your recent letter about landscaping and road maintenance needs in Prince George's County.

Your suggestions would undoubtedly improve each of the areas you noted, and I have asked the State Highway Administration's (SHA) Office of Environmental Design to investigate each of your areas of interest. The Office of Environmental Design is responsible for both landscaping and the wildflower program.

I have also asked SHA to contact you to discuss your suggestions in more detail, and you can expect to hear from SHA in the next two weeks. In the meantime, if you have any questions please feel free to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

I appreciate your interest in improving the appearance of the highways in your area, and we look forward to working with you.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams

Ms. Elaine Janzegers January 19, 1994 Page Two

bcc: Mr. Dale Hilliard

Mr. Hal Kassoff

Mr. Creston J. Mills, Jr.

prepared by Shawn Newson and Charlie Adams, SHA, 333-8063





O. James Lighthizer Secretary Hal Kassoff Administrator

July 13, 1994

Johnson, Mirmiran and Thompson, P.A. 72 Loveton Circle Sparks, MD 21152

Attn: Mr. Daniel Cheng, P.E.

RE:

BCS 89-17C

JMT Job No. 89360

Gentlemen:

Thank you for your letter dated June 17, 1994 outlining JMT's resources for continuing Noise Abatement Engineering work for the State Highway Administration.

We hereby approve the requested transfer of funds from subcontracts to JMT in the BCS 89-17C agreement, as outlined in your June 17th letter.

We look forward to continuing the high level of service that we have received in the past.

Mr. Charles B. Adar

Director

Office of Environmental Design '

My telephone number is .



1:m: F41

Administrator

O. James Lighthizer Secretary Hal Kassoff

24

PLEASE REPLY TO: OFFICE OF DISTRICT ENGINEER P.O. BOX 3347 LAVALE, MARYLAND 21504-3347

June 13, 1994

RE: Signing Issues and Noise from I-68
The Inn At Walnut Bottom
Cumberland

Allegany County

Mrs. Sharon Kazary 120 Greene Street Cumberland, MD 21502

Dear Mrs. Kazary:

Thank you for your letter of June 2, noting concern about several signing issues and the effects of traffic noise from I-68 on your Inn.

I have asked our Resident Maintenance Engineer, Mr. Jim Brant, to have the Team Leader in charge of maintenance along the freeway remove all tree growth that would be blocking visibility to the logo signs in the Mason's Barn area. I can assure you this will be taken care of by the end of the week of June 13.

With respect to the new logo signing for Cumberland, Mr. Keith has checked with the Logo Coordinator in Baltimore and approval for the new signs should be out within the next two weeks. I am glad that we have been able to provide some additional signing for Cumberland businesses.

Your third concern, that of traffic noise, is one that is not as easily addressed as the sign problems. Therefore, I would like to personally meet with you to go over the SHA's noise barrier program so that you can get a good understanding of what our approach has been to traffic noise that affects nearby residents. I would appreciate it if you could give my secretary a call to set up a convenient time we can meet.

Mrs. Sharon Kazary

June 13, 1994

Page 2

We appreciate your interest in these matters and we look forward to meeting with you real soon.

District Engineer

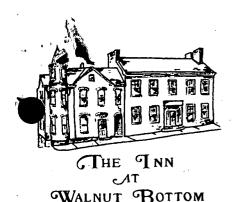
TWB:GHS:bp

cc: C. Adams

E. Tabacek

G. Small F. Crozier

J. Brant



120 Greene Street
Cumberland, Maryland 21502
(301)777-0003



June 2, 1994

Wally Bealieu
Maryland Department of Transportation
State Highway Administration
P.O. Box 3347
LaVale, Maryland 21504-3347

Dear Wally:

I have three concerns with the Highway Department that I would like to place on your long list of things to do.

First of all, my highway sign near Mason's Barn has had an overgrowth of trees for quite some time. Now that the leaves are back on the trees it is very difficult to read the Inn at Walnut Bottom sign. My husband would be very happy to go out and cut down these trees so that the sign can be seen, but we didn't want to violate any state rules. In calling your office last year, we were assured that this would be taken care of, but it has not yet been done. Would you please let me know if it would be alright for us to cut down the trees, or if your crew is able to handle it?

My second concern is that I applied for a position on the new signboard on the eastbound lanes of Interstate 68 several weeks ago after your meeting at the Chamber of Commerce building. I have yet to hear anything from this application. This is a worry to me, as I know you wanted to move quickly.

Third is my long term problem with the noise from I-68. It is becoming increasingly difficult for our family to be in our yard or to sleep in the rear bedrooms of our home due to the increased traffic day and night on the highway. We really need come kind of sound barrier to be erected for us and for our neighbors. I own the apartments next to our building and I know the neighbors behind us on Winton Place have found it more and more difficult. Several of the residents have moved out of the homes because of the noise. The leaves on the trees at this time of year help somewhat, but the increase in the traffic is tremendous and the noise of trucks through the night and cars and trucks through the day are very, very disturbing.

We have invested heavily in our lovely home here and find this a detriment both to its value and to our peace. If there is anything that you can do quickly on our behalf I would appreciate it.

Sharon Ennis Kazary

SEK/tlt cc: K.C. Keith George Small







O. James Lighthizer Secretary Hal Kassoff Administrator

May 26, 1994

Ms. Diane Kestel 942 Tally Court Glen Burnie, Md. 21061

Dear Ms. Kestel:

Thank you for your recent letter about a noise barrier for the Brookfield North Community. We are looking into your request. You may expect to hear back from us in early July.

In the meantime, if you have any questions, please do not hesitate to call me at 338-8063.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc:

Ed Meehan

Page Two Diane Kestel May 26, 1994

bcc: Jim Hade



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O. James Lighthizer Secretary Hal Kassoff Administrator

July 18, 1994

Mrs. Gloria Kelly 7843 St. Thomas Drive Baltimore MD 21236

Dear Mrs. Kelly:

I am writing to report the results of the 24-hour noise measurement tests conducted at your home adjacent to the Baltimore Beltway (I-695).

Before discussing the specific results, I wish to offer some background information to explain how we interpret and utilize the noise level data. First, we measure the noise level over a full 24-hour period to determine when and by how much the noise levels vary throughout the day and night. It also establishes a "trend" which shows an approximate range of noise levels that should be expected in the area. By examining deviations from the general "trend" and identifying other potential noise sources in the area, we can often identify the most likely, dominant source(s) of noise at any given time. We examine the "average" noise level over a specified time interval (typically ranging from 20 minutes to one hour), plus we examine the highest or "peak" noise level for that same time interval. By studying the relationship between the peak noise level and the average level, we can gain further insight into the dominant source of noise during that time period.

We also measure the noise level at different locations at the same time. Studying the noise level this way at different locations will show how traffic noise influences the area overall. We can also determine if and when unusual noise events occur close to one monitor and not the others.

Noise testing was conducted over the course of 3 different days at several locations in the area, as shown on Exhibit 1. The noise levels were fairly consistent (within about 3 decibels (dBA), depending on the day, and the highest average levels occurred during the morning and evening rush hour traffic periods, as expected. The data also reveals that, in addition to noise from traffic on I-695, other non-highway noise sources (activity at the lumber company, etc.) also contribute to the overall noise situation at your home.

Exhibits 2, 3, and 4 show the hourly variations in the noise level measured during the testing in December, May, and June, 1994. The location of each receptor is noted on the chart and corresponds to the locations shown on Exhibit 1.

My telephone number is	 		
,		•	
	_		

Page Two Ms. Gloria Kelly July 18, 1994

In the December test, the noise levels at each receptor were approximately the same, except for two substantial increases at your home (site R-1). These are most likely due to non-highway noise events. The noise levels did not reach or exceed the impact threshold level of 67 dBA during any hour of the measurement period.

The noise levels measured in May were similar to those from December. In this testing, the backyard noise level (location R-2) was approximately 2 dBA less than in the side yard (location R-1). The difference results from shielding of the backyard area by the lumber company buildings. The two large increases in noise at the side yard receptor (R-1) do not show up at the backyard receptor (R-2), closest to the lumber company, which indicates influence from another (non-highway) noise source in the side yard area. Noise levels attributable to the highway did not reach or exceed 67 dBA. The two instances when the level exceeded 67 dBA were the result of non-highway noise.

Finally, the June measurements exhibit similar characteristics to the May tests, except for two hours in which the backyard level was nearly equal to the sideyard level. Minor lumber company activity may have been present though the increase was small compared to the earlier tests. Also, noise levels were consistent with previous tests in that the 67 dBA impact threshold was not reached or exceeded.

In summary, we feel that the amount of data collected thus far is sufficient to characterize the noise situation, and that additional testing should not be necessary at this time. However, as we have previously indicated to you we will again monitor noise levels following completion of the planned I-695/Belair Road ramp improvement project.

Please feel free to contact me if you have any questions.

Sincerely

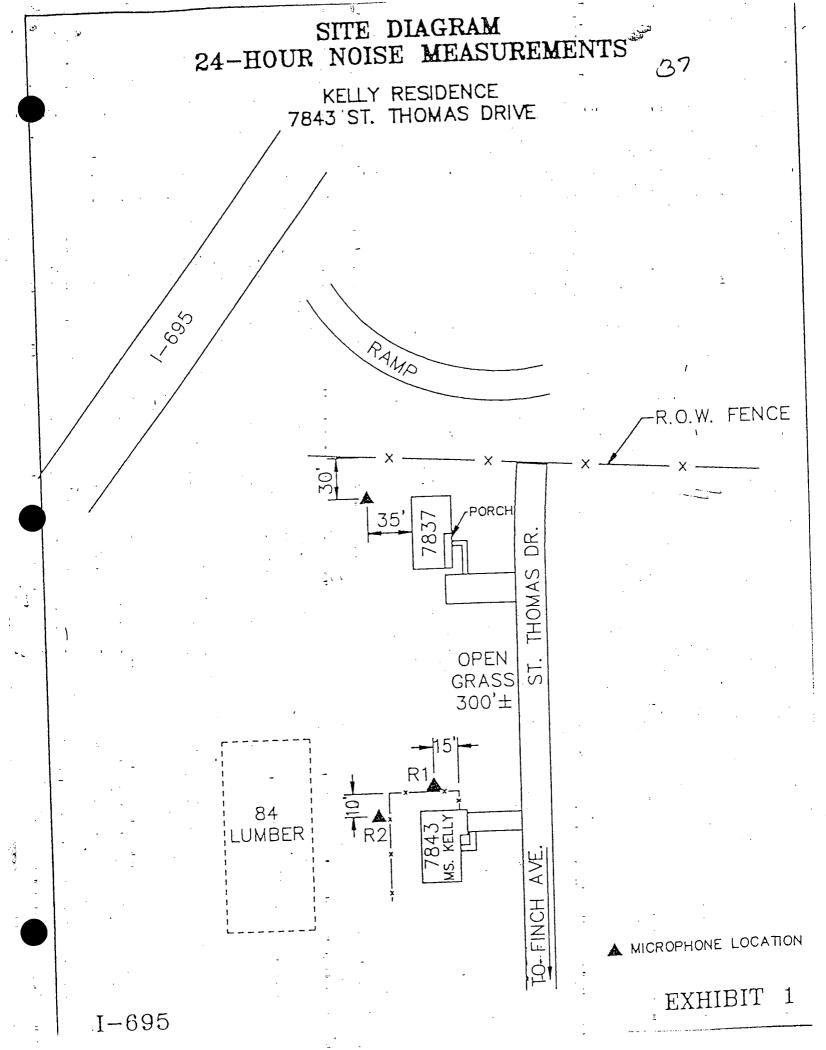
Charles B. Adams, Director

Office of Environmental Design

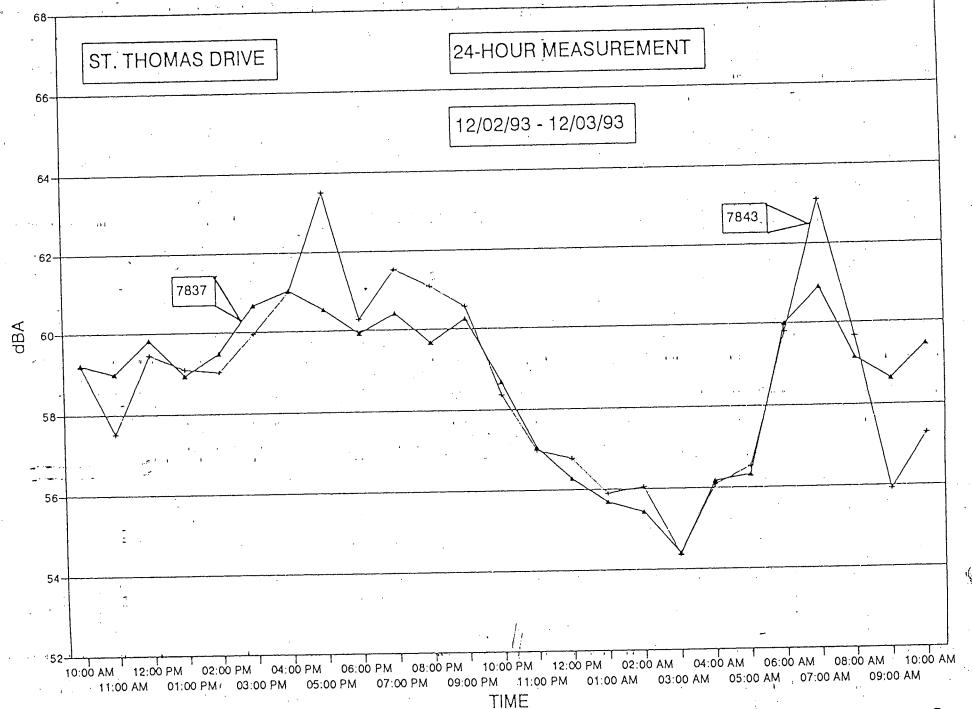
CBA/kdp Enclosure

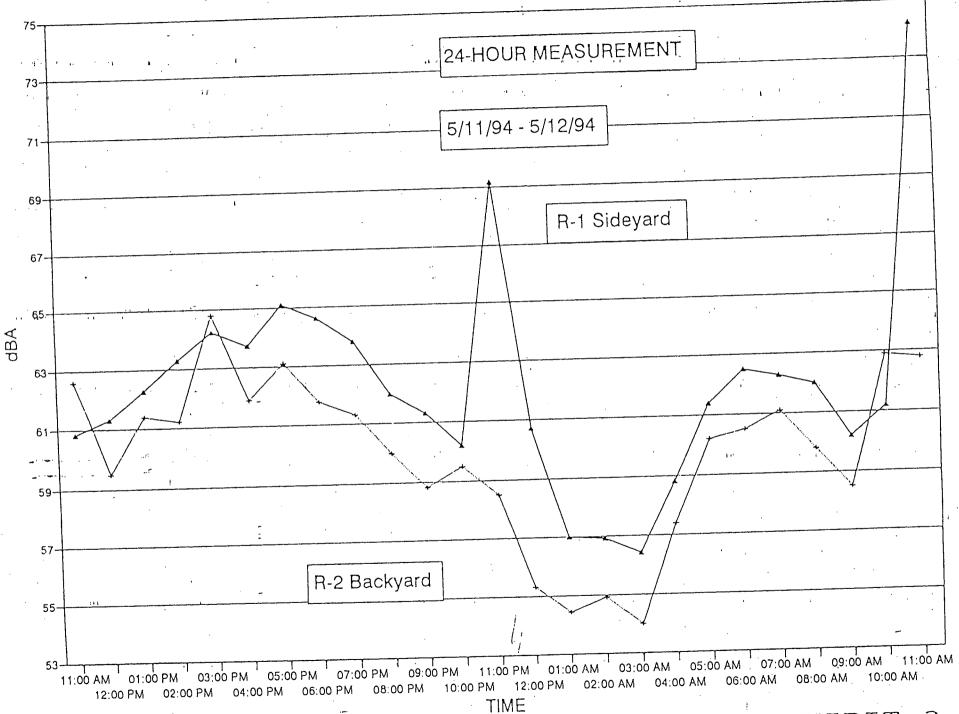
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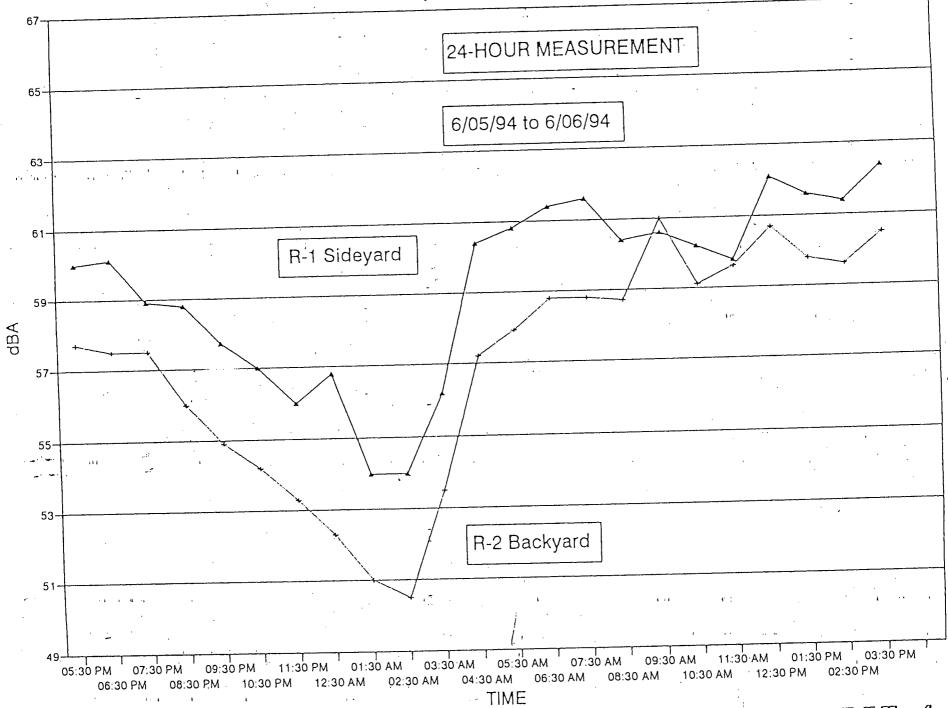
R. McIntyre J.D. Hade K.D. Polcak



MRS. KELL RESIDENCE











O. James Lighthizer Secretary Hal Kassoff Administrator

January 11, 1994

Ms. Kathleen Lambros 6134 Cornwall Terrace Frederick, MD 21701

Dear Ms. Lambros:

Thank you for your letter concerning highway traffic noise at your residence adjacent to I-70 in Frederick County.

For a community to be considered for noise abatement under the State Highway Administration's retrofit policy, the majority of impacted homes must have been constructed prior to completion of the highway. Our records indicate that development of the Spring Ridge community is fairly recent and the homes did not exist prior to I-70 in this area. Therefore, the area is not eligible for noise abatement consideration.

We receive many more requests for noise barriers than we have the resources to address. We must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise barriers should be considered and erected.

I regret we are unable to provide a more positive response to your inquiry. If you have any questions or wish to discuss this matter, please feel free to contact me at (410) 333-806.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Douglas R. Rose

My telephone number is ______

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SHA

Man land Bepartment of Transportation State Highway Administration

O. James Lighthizer Secretary Hal Kassoff Administrator

May 10, 1994 (301) 898-9044 w (301) 212-5836

RECEIVED

Mr. Ron Mallonee 8 Wyndale Court Walkersville MD 21793 WH TO 1994

HERWAY DISTRICT ENGINEER

Dear Mr. Mallonee:

I am writing in response to your letter to Congressman Roscoe Bartlett regarding your concerns about truck traffic noise at your home near Route 194, in Walkersville.

Noise barriers are considered on Interstate and primary highways where there is major through traffic. The State Highway Administration does not have a program for retrofitting sound barriers on roads such as MD 194.

You raised several other concerns in your letter, about the speeds on MD 194 and about traffic signals and truck traffic. Speed limit enforcement is the responsibility of state and local police officials. I have asked our District Engineer, Doug Rose, to contact the Maryland State Police about speeds on MD 194. I have also asked Doug to investigate your suggestion about retiming the traffic signals and adjusting the speed limit.

In the meantime, if you have any additional questions, please do not hesitate to contact Doug Rose at (301) 694-2145 or 1-800-635-5119.

Sincerely.

Hal Kassoff

Administrator

CC:

The Honorable Roscoe Bartlett

Mr. Douglas R. Rose

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 · Baltimore, MD 21203-0717

Fax" 232-3139	Dept.	Co."	"KEN POLCAK	Post-It brand fax Iransmittal memo 7671 # of pages
193-1167A-0125	Physic 694-259:	⁶² D-7	From John Concard	nemo 7671 # of pages ▶

Öctober 25, 1994

Mr. Ron Mallonee 8 Wyndale Court Walkersville MD 21793

Dear Mr. Mallonee:

I am writing to report the results of the noise monitoring study completed at your home adjacent to MD 194 in Frederick County. The study and its results are summarized in the attachments.

Two 24-hour tests were simultaneously conducted on the deck of the house and in the backyard (approximately 5 feet above ground). The actual locations are shown in Exhibit 1. The 24-hour test measured the average noise level in continuous 20 minute intervals. From this information an hourly average was determined (See Table 1).

The results showed that the average level had not reached or exceeded the impact threshold of 67 decibels (dBA). Also, noise levels on the deck were about 1 to 1.5 dBA <u>higher</u> than the levels in the backyard. This difference is due to less absorptive effects from the ground at the deck elevation.

The highest levels (64-65 dBA) were found during the A.M. rush hour (6:30 A.M.-8:30 A.M.) and varied by only 4 dBA over the course of the entire daytime period (Exhibits 2 and 3 show the data from Table 1 graphically). The highest average hourly levels were 3-4 dBA below the 67 dBA impact threshold.

These results are comparable to what was predicted to occur when the MD 194 Bypass road was built. The predicted level was 62 dBA for a <u>backyard</u> receptor (set at 5 ft. above ground). The highest measured level from our study was 63.5 dBA in the yard area. This difference of 1.5 dBA would be imperceptible, since the average person can just begin to perceive a change in noise level of 3 dBA.

Should have any additional questions or concerns, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director, Office of Environmental Design

Enclosure

My telephone number is _____

Page Two Ron Mallonee

cc:

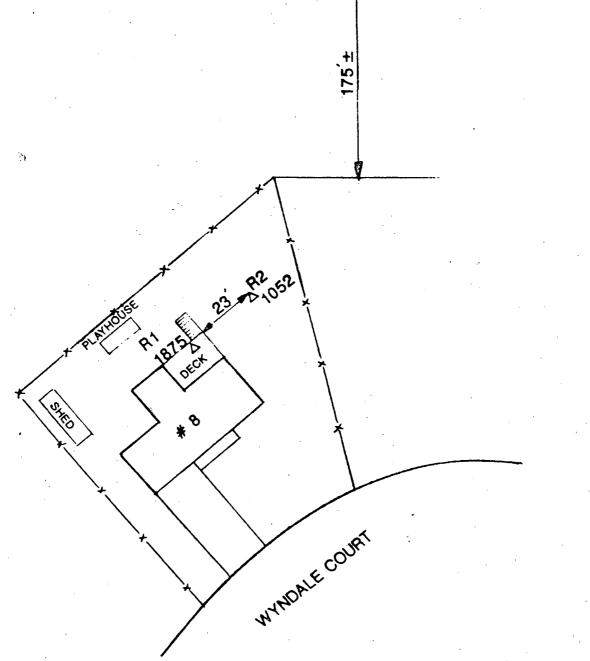
Jim Hade Ken Polcak Douglas Rose, District 7

46.

SITE DIAGRAM NOISE MEASUREMENTS

MALLONEE RESIDENCE 8 WYNDALE COURT FREDERICK COUNTY

MD 194

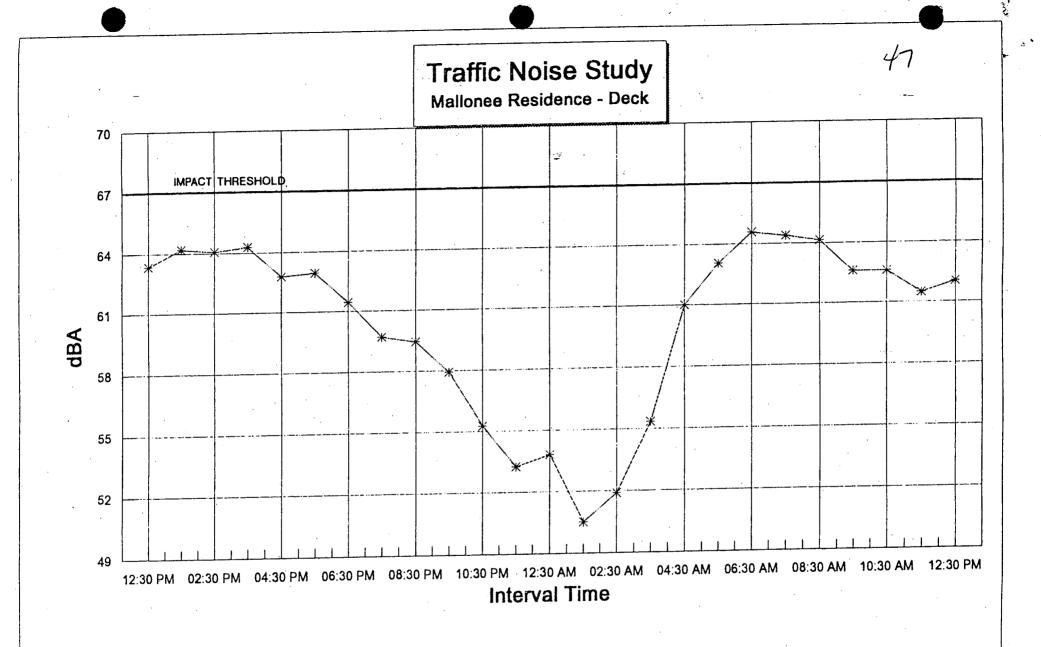


MALLONEE RESIDENCE 8 WYNDALE COURT WALLERSVILLE, MARYLAND

Leq Hourly Moise Levels (dBA)

September 29, 1994 to September 30, 1994

TIME	R1 - DECK	R2 - YARD
12:30 PM	63.4	61.8
01:30 PM	64.2	62.4
02:30 PM	64.1	63.3
03:30 PM	64.3	63.3
04:30 PM	62.8	62.1
05:30 PM	63.0	61.8
06:30 PM	61.4	59.8
07:30 PM	59.7	58.5
08:30 PM	59.4	58.4
09:30 PM	57.9	56.7
10:30 PM	55.3	54.5
11:30 PM	53.3	52.4
12:30 AM	53.8	52.3
01:30 AM	50.5	49.2
02.30 AM	51.9	50.5
03:30 AM	55.3	54.0
04:30 AM	61.0	59.7
05:30 AM	63.1	61.8
06:30 AM	64.6	63.4
07:30 AM	64.4	63.2
08:30 AM	64.1	63.5
09:30 AM	62.6	62.0
10:30 AM	62.6	61.5
11:30 AM	61.5	60.5
12:30 PM	62.1	60.9

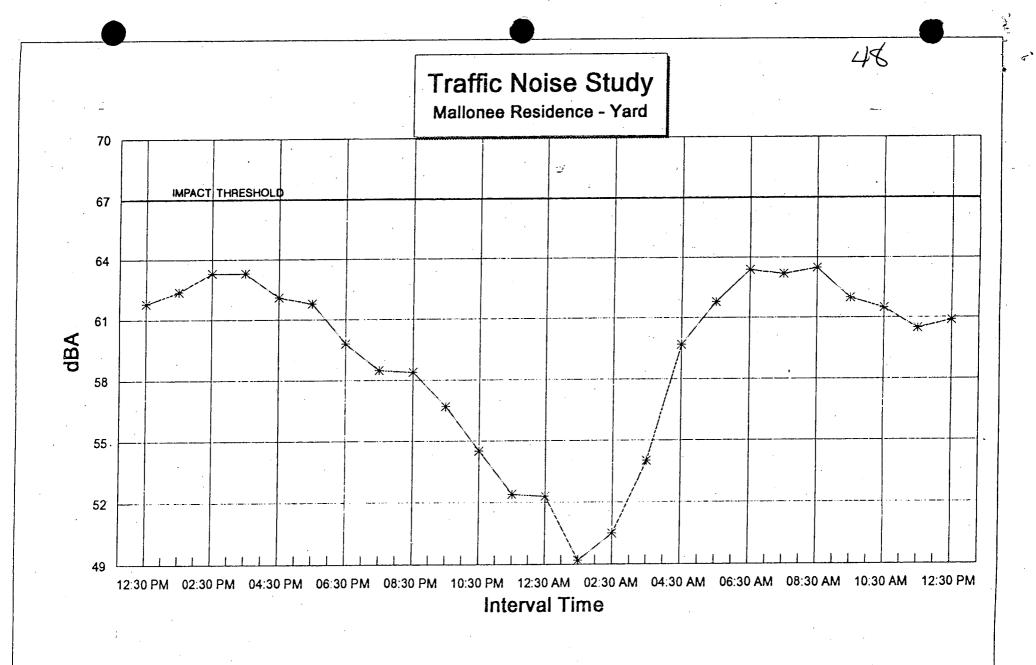


Measurement Date: 09/29-30/94

Interval: 1 Hour

* Average (Leq)

EXHIBIT 2



Measurement Date: 09/29-30/94

Interval: 1 Hour

* Average (Leq)



O. James Lighthizer Secretary Hal Kassoff Administrator

April 14, 1994

Ms. Jean Manning 5405 Sweet Air Road Bladwin MD 21013

Dear Ms. Manning:

I am writing in regard to the noise abatement project for I-695 in the vicinity of your home on Thornton Road.

Engineering design has been completed for this project and an advertisement date is scheduled for the end of May 1994. We anticipate construction of the noise barrier to begin this summer.

If you have any questions feel free to contact me at (410) 333-8071.

Sincerely

James Hade

Acoustic Team Leader

Office of Environmental Design





O. James Lighthizer Secretary Hal Kassoff

January 24, 1994

Ms. Cindy F. Miller 7905 Cypress Grove Lane Cabin John MD 20818

Dear Ms. Miller:

I am writing to report the results of the traffic noise measurement study conducted in your neighborhood adjacent to the Capital Beltway (I-495). The study was conducted as outlined to you in the letter from Mr. Kenneth D. Polcak dated September 9, 1993.

Exhibit 1 indicates the test site locations mutually agreed upon by the State Highway Administration (SHA) and the community. The first task in the study was to measure the noise level over a full 24-hour period. The measurement was conducted at 8005 Cypress Grove Lane and the results are shown in Exhibit 2. Two locations in the patio area were tested to determine if there was any substantial variation in the level due to the terrain between the house and I-495. As shown on the chart, the difference was generally less than half (0.5) a decibel (dBA).

The test also showed that the morning rush-hour traffic period produced the highest noise levels, generally between the hours of 6:30 a.m. and 10 a.m. That same time period was targeted in the subsequent noise monitoring at the remaining test sites. The "spike" in the noise level which occurred during the 3:10 p.m. interval was obviously not typical, but may well be associated with some "non-highway" noise event. Given the extremely high level relative to the typical noise pattern, the event likely occurred in relatively close proximity to the microphone.

Measurements were conducted for 15-20 minute periods during the identified highest noise hours on two different days of the week at all the identified sites. Table 1 presents a summary of the data. Based on these results and those of the 24-hour test, ten (10) homes with existing noise levels at or above the 67 dBA impact threshold level were identified, and are shown as the shaded dwellings on Exhibit 3.

A comparison of these results to forecasts made in the environmental studies for the recently completed widening of I-495 in the area, shows current noise levels below predicted levels. This was expected since the predicted levels in the earlier environmental studies are based on future (year 2010) traffic volumes. Under the future scenario, a total of 14 homes were identified as impacted at or above 67 dBA.

My telephone number is _____

Ms. Miller Page 2

Earlier studies of the feasibility of noise barriers for the Evergreen community found that a barrier approximately 2100 feet in length and averaging about 20 feet in height would be required. The cost would be over \$1,000,000. Dividing this cost by the ten impacted residences yields a cost-per-residence of over \$100,000, which is well above our \$40,000 limit. Even if the additional impacted residences (based on future predictions) were included, the cost-per-residence would still exceed \$80,000.

I hope this information clarifies the situation concerning the traffic noise situation at your community. I regret that we cannot offer a more positive response to this issue. If you have any questions, or would like to discuss the study results in greater detail, please feel free to contact Mr. Polcak at (410) 333-8072.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: Creston J. Mills, Jr.

Kenneth D. Polcak



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O. James Lighth Secretary Hal Kassoff Administrator

October 24, 1994

Ms. Dee Carl Metz Executive Director Bethesda Urban Partnership, Inc. 7908 Woodmont Avenue Bethesda MD 20814

Dear Ms. Metz:

Thank you for your letter about re-designing the Wisconsin Avenue median. We are very supportive of your interest in making these improvements and will provide technical assistance to support your efforts.

I have asked Charlie Adams of our Office of Environmental Design to take the lead in coordinating this work with you and our District Office in Greenbelt.

Charlie will contact you shortly to discuss specific provisions in your project to ensure this work can proceed with minimal disruption to traffic service.

In the meantime, if you have any questions, please feel free to contact Charlie at (410) 333-8063.

Sincerely,

Eljabeth L. Horner, Deputy/for
Hal Kassoff

Administrator =

cc: Charlie Adams

Creston J. Mills, Jr.



O. James Lighthizer Secretary Hal Kassoff Administrator

August 24, 1994

Mrs. Diane L. Miller 111 Woodholme Avenue Pikesville MD 21208

Dear Mrs. Miller:

I am writing to report the results of a 24-hour noise measurement study conducted at your home adjacent to the Baltimore Beltway (I-695), which we discussed when we visited you with Delegate Richard Rynd. We agreed to perform this monitoring to determine present noise levels.

The test was performed at the location shown on Exhibit 1. It reflects conditions which exist in most of the outdoor space, such as the formal garden and patio areas (i.e., those use areas closest to I-695). Exhibit 2 depicts the <u>average</u> (Leq) noise level and its relationship to the noise impact threshold level of 67 decibels (dBA). Only during the late evening and early morning hours did the average noise level fall below the impact threshold. The actual noise level ranged from a low of 63 dBA at around 2:30-3:00 am to a high of 72 dBA through most of the morning rush-hour period (6:30-9:30 am).

There were two intervals during which we suspect that some "non-highway" noise may have contributed to the overall level. These intervals showed an average level somewhat above the normal trend. Such results are not typical if only highway traffic is the controlling or dominant noise source. The results from these intervals are not disregarded, but are simply noted as possibly having been affected by noise from a source other than the highway.

Mitigation of the noise in this situation would be difficult. The fact that the house is located at a higher elevation than the Beltway would severely limit the effectiveness of a noise barrier placed along the right-of-way line. In addition, the expense of a noise barrier for this area would be far beyond our guidelines for reasonable cost.

My telephone number is ______

Mrs. Diane L. Miller August 24, 1994 Page Two

I regret that we cannot offer a more positive response. Please feel free to contact Charlie Adams, our Director of Environmental Design, at (410) 333-8063 if you have any questions about the monitoring data.

Sincerely,

Hal Kassoff Administrator

Enclosures

cc: Mr. Charles B. Adams

The Honorable Richard Rynd



O. James Lighthizer Secretary Hal Kassoff Administrator

February 23, 1994

Dr. Indu Mishra Kanan Associates, Inc. 9564 Basket Ring Road Columbia, MD 21045

Dear Dr. Mishra:

It was a pleasure meeting with you on February 22, to discuss the merits of the Kanwall noise barrier system.

The State Highway Administration has two principal concerns regarding any noise barrier system. The first is the structural adequacy; the second, which is equally important, is the aesthetic appearance. We must be confident that a wall system not only meets the wind load criteria, but will last the life of the highway. Thus, any system must be as maintenance-free and vandal-proof as possible.

We feel the aesthetics of the Kanwall system do not measure up to the standards we have established for our noise barrier systems. The exposed aggregate and bold concrete finishes we use have been well received by motorists and residents alike. Although, aesthetics are relatively subjective, there is a certain sense of quality in the natural gravel and concrete finishes we use. The rubber wall does not seem to convey this sense of quality.

Additionally, our review of the Kanwall system raised some concerns about the possible flammability of the product. Traffic incidents involving vehicles carrying flammable cargoes could be magnified if the wall system supported combustion. In addition, a residential fire could be amplified for the same reason not to mention potential acts of vandalism.

Dr. Indu Mishra Page Two

I regret that we must decline your proposal to include Kanwall as an acceptable noise barrier system at this time. If you have any questions please feel free to contact Mr. Charles B. Adams, Director of our Office of Environmental Design. Mr. Adams may be reached at (410) 333-8063.

Sincerely,

Charles R. Olsen

Chief Engineer

cc: Mr. Charles B. Adams



Hade

O. James Lighthizer Secretary Hal Kassoff Administrator

August 9, 1994

Mr. Davis B. McCarn 6455 Windermere Circle Rockville MD 20852

Dear Mr. McCarn:

Thank you for your interest in the I-270 at MD 187 and I-270 Spur at Democracy Boulevard project. We are writing to you in response to your questions provided to us at the June 6, 1994 Supplemental Alternates Public Meeting. A copy of your questions is attached to this letter. The answers are numbered to correspond to the questions.

- 1. Detailed engineering, environmental and cost data will be developed by the State Highway Administration (SHA) for each alternative retained for detailed study. The State Highway Administrator will select an alternative after considering each of these variables and the team's recommendation. The Federal Highway Administration (FHWA) reviews the information presented in the environmental documentation prepared for the project, and, if it is found to be in compliance with all applicable federal regulations, approves this decision.
- 2. An Environmental Impact Statement is required when the Federal Highway Administration concurs that the project is likely to cause significant impacts to the environment. The appropriate level of environmental documentation for the I-270 project will be determined after alternatives for detailed study are identified.
- SHA will conduct detailed air quality and noise studies for the project. The air quality studies will indicate whether the proposed improvement would meet or exceed State and
 National Ambient Air Quality Standards for carbon monoxide (CO) in the design year 2020 for each alternative retained for detailed study, including the no-build alternative.

Noise studies will indicate if the project will have resultant noise levels that approach or exceed the FHWA Noise Abatement Criteria of 67 dBa in the design year 2020 for each alternative retained for detailed study, including the no-build alternative. Existing noise levels are monitored at selected sensitive receptors located adjacent to the proposed alternatives. The results of these studies will be summarized and included in the draft and final environmental documents which are circulated for review and

 Mr. Davis B. McCarn Page Two

comment to the appropriate state and federal review and regulatory agencies and the public.

Currently, the Maryland Department of the Environment (MDE) Air and Radiation Management Administration monitors ambient air quality in Maryland through monitoring sites at various locations. A copy of the Air Quality Report for these is available by calling MDE at (410) 631-3215.

- 4. Since noise studies have not been completed, it is premature to cite those alternatives which include noise barriers. Should any noise receptor sites for the Build Alternatives have projected noise levels exceeding FHWA noise abatement criteria of 67 dBa, the feasibility of noise abatement including noise barriers will be considered.
- 5. No additional access between I-270 and MD 355 is currently under consideration.

If you have any further questions, please call the project manager, Thomas K. Folse, at (410) 333-1109, or toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

y: Donos K.

Thomas K. Folse Project Manager Project Planning Division

LHE:AE:as
Attachment

cc: Ms. Anne Elrays

Mr. Bruce Grey

Mr. Jim Hade

Mr. Dick McIntyre

Mr. Ken Polcak

Questions regarding the I270 Alternatives

- 1. How are different alternatives evaluated and a decision reached?
- 2. Is there an Environmental Impact Study required?
- 3. How are polution, both air and noise, monitored?
- 4. Which alternatives include noise barriers for residential areas? If none, why is this. Surely any old FONSI no longer applies.
- 5. Is there a plan to add an exit from I270 North on 355?

Davis B. McCarn 6455 Windermere Circle Rockville, MD 20852 June 8, 1994





O. James Lighthizer Secretary Hal Kassoff Administrator

September 9, 1994

Mr. Rick Morris 847 Kellogg Road Lutherville MD 21093

Dear Mr. Morris:

I am writing to report the results of highway traffic noise measurements conducted recently at your home adjacent to the Baltimore Beltway (I-695). This study documents the existing noise levels **prior** to construction of the proposed retrofit sound barrier project.

Upon completion of the sound barrier construction, we will repeat the measurements for the same locations as shown on Exhibits 1 and 2. Exhibit 3, which summarizes the current existing noise levels, will be expanded to include noise level data after the sound barrier is constructed. It will provide a comparison of prevailing traffic volumes and noise levels and the **reduction** in noise levels provided by the barrier.

Please feel free to contact Mr. Ken Polcak of my staff if you have any questions. Ken can be reached at 333-8072.

\ \\ in

Charles B. Adams, Director Office of Environmental Design

Attachments

cc:

Mr. R.McIntyre

Mr. A.Califano

Mr. J.D.Hade

MrzK-D.Polcak

My telephone number is ______

el

O. James Lighthi Secretary Hal Kassoff Administrator

September 27, 1994

Mr. Gilbert Moscatelli 8405 Seven Locks Road Bethesda MD 20817

Dear Mr. Moscatelli:

Thanks for your telephone call to our office regarding noise barriers for your community, adjacent to I-495. After we spoke, I reviewed our records concerning the Seven Locks Road area.

Several years ago your community was considered for noise abatement when environmental studies for the widening of the Capital Beltway (I-495) were performed. It was determined that a noise barrier in this area would cost almost four million dollars, which equates to a cost per residence well over the \$40,000 State Highway Administration maximum.

As I explained in our discussion, it is against our noise policy to consider for noise abatement, any community that does not meet all of our criteria.

I regret that we cannot offer a more positive response to your inquiry. If you have any questions or wish to discuss this information, please do not hesitate to contact me at (410) 333-8071.

Sincerely,

James Hade

Acoustic Team Leader

D. Hode, RLA

My telephone number is _____



62

O James Lighthizer Secretary Hal Kassoff Administrator

September 27, 1994

Ms. Claudia A. Mouery Correspondent, Beltway Committee Cromwood, Coventry, and Satyr Hill Community Association 8711 Jenifer Road Baltimore MD 21234-2707

Dear Ms. Mouery:

Thank you for your recent letters to me and Charlie Adams requesting information on the acoustic analysis for your community adjacent to the Baltimore Beltway (I-695).

This analysis did not take place this summer, but should begin in about a month, as soon as engineering information related to the beltway widening, on which the analysis will be based, becomes available. The specific data you have requested is routinely gathered as part of a comprehensive, highway-traffic noise measurement study. We will contact you within the next two weeks to schedule a meeting to discuss the monitoring program prior to starting this work.

Please feel free to call Charlie Adams, Director of our Office of Environmental Design, directly if you have any further questions in the meantime. Charlie can be reached at (410) 333-1471.

Sincerely

Hal Kassoff

Administrator

cc: The Honorable Gerry Brewster

Mr. Charles B. Adams Mr. James D. Hade Mr. Kenneth D. Polcak

My telephone number is _____



O. James Lighthize Secretary Hal Kassoff Administrator

August 5, 1994

Ms. Claudia A. Mouery
Correspondent, Beltway Committee
Cromwood, Coventry, and Satyr Hill Community Association
8711 Jenifer Road
Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letters to me and to Charlie Adams, of our Office of Environmental Design, requesting the design status of the six, proposed noise-barrier projects for the Baltimore Beltway, including the area east of Loch Raven Boulevard to Perring Parkway. We are happy to report to you that the Beltway widening studies have matured to the point that we have begun moving forward with the noise barrier designs.

The following list indicates the current status of each project, with the anticipated construction start dates. The actual completion time for each project will depend on the complexity of grading -- specifically, whether or not retaining walls and/or right-of-way donations will be required.

MD 372 (Wilkens Avenue) to US 1 - Under construction

York Road to Dulaney Valley Road - Construction scheduled to begin September, 1994.

Thornton Road to Seminary Avenue - Advertised 7/12/94 Anticipated construction start Fall - 1994

Charles Street to York Road - Project initiated Anticipated construction start - Summer 1995

US 40 to I-70 - Project initiated Spring 1994 Anticipated construction start - Spring 1996

Acoustic analysis - Summer 1994
Anticipated construction start - Spring 1997

My telephone number is	
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Ms. Claudia A. Mouery August 5, 1994 Page Two

Preliminary work on the resurfacing of the Beltway between Loch Raven and Perring Parkway has begun. Work will take three to four weeks to complete depending, of course, on weather.

You will be informed before beltway widening occurs. If the funding for widening is realized before the design of the noise barrier project is complete, then the barriers will be built with the widening project. Otherwise, we will construct the barriers before the widening, according to the above schedule.

Thank you for your continued interest in the sound barrier projects for I-695. If you have any questions or require additional information, please feel free to contact Jim Hade at (410) 333-8071 or Charlie Adams at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable Gerry L. Brewster

Mr. James Hade



O. James Lighthizer Secretary Hal Kassoff Administrator

January 17, 1994

Ms. Claudia A. Mouery Correspondent, Beltway Committee 8711 Jenifer Road Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letters to me and to Charlie Adams and Gene Miller, of our Office of Environmental Design, requesting the current status of the six proposed noise barrier projects for the Baltimore Beltway, including the area east of Loch Raven Boulevard to Perring Parkway, which you represent.

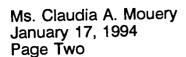
The design initiation meeting for this project was held on December 10, 1993. At this meeting, members of the noise barrier design team discussed project responsibilities and anticipated schedules. In addition, members of the design team for the Beltway widening project were also present.

It was decided that design of the noise barriers for this area should not begin until a determination about the Beltway widening is made. This will avoid unnecessary and duplicate design effort for the noise walls, which cannot be accurately located until the final highway section is determined. A decision on the widening should be made by mid-summer. This will not delay the anticipated construction start for the noise barrier project, which is scheduled for spring, 1997.

As you may already know, the project from US1A to Wilkens Avenue was advertised and bids were opened. We had planned to start construction last fall. However, since the bids were opened, we have been looking at the effect that proposed expansion of the Beltway will have on the noise walls. Specifically, we want to construct the walls in a location that will not be affected by future Beltway expansion.

We had originally hoped to proceed with the construction and make the design revisions during the construction. However, upon careful review and analysis, we feel that the best approach is to re-bid the project once the redesign is completed. We are proceeding on an accelerated design schedule and plan to re-advertise in order that construction can begin this spring. We intend to have the sound barriers up by the end of 1994.

My telephone number is	
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This does not affect the schedules of the remaining projects, which are listed below with the anticipated start of construction dates:

- York Road to Dulaney Valley Road Advertise February '94
 Anticipated Construction Start Spring '94
- Thornton Road to Seminary Avenue Advertise March '94 Anticipated Construction Start - Summer '94
- Charles Street to York Road Preliminary Field Review March '94 Anticipated Construction Start - Spring '95
- US 40 to I-70 Project Initiation Meeting December '93 Anticipated Construction Start - Spring '96

Thank you, once again, for your continued interest in the sound barrier projects for I-695. If you have any questions, or require additional information, please feel free to contact Gene Miller at (410) 333-8071 or Charlie Adams at (410) 333-8063.

Sincerely,

Hál Kassoff Administrator

CC:

Mr. Charles B. Adams

Mr. Eugene J. Miller



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 5, 1994

Ms. Claudia A. Mouery Correspondent, Beltway Committee Cromwood, Coventry, and Satyr Hill Community Association 8711 Jenifer Road Baltimore MD 21234

Dear Ms. Mouery:

Thank you for your recent letters to me and to Charlie Adams, of our Office of Environmental Design, requesting the design status of the six, proposed noise-barrier projects for the Baltimore Beltway, including the area east of Loch Raven Boulevard to Perring Parkway. We are happy to report to you that the Beltway widening studies have matured to the point that we have begun moving forward with the noise barrier designs.

The following list indicates the current status of each project, with the anticipated construction start dates. The actual completion time for each project will depend on the complexity of grading -- specifically, whether or not retaining walls and/or right-of-way donations will be required.

MD 372 (Wilkens Avenue) to US 1 - Under construction

York Road to Dulaney Valley Road - Construction scheduled to begin September, 1994.

Thornton Road to Seminary Avenue - Advertised 7/12/94 Anticipated construction start Fall - 1994

Charles Street to York Road - Project initiated Anticipated construction start - Summer 1995

US 40 to I-70 - Project initiated Spring 1994 Anticipated construction start - Spring 1996

East of Loch Raven Boulevard to Perring Parkway -Acoustic analysis - Summer 1994 Anticipated construction start - Spring 1997

My telephone number is		
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Ms. Claudia A. Mouery August 5, 1994 Page Two

Preliminary work on the resurfacing of the Beltway between Loch Raven and Perring Parkway has begun. Work will take three to four weeks to complete depending, of course, on weather.

You will be informed before beltway widening occurs. If the funding for widening is realized before the design of the noise barrier project is complete, then the barriers will be built with the widening project. Otherwise, we will construct the barriers before the widening, according to the above schedule.

Thank you for your continued interest in the sound barrier projects for I-695. If you have any questions or require additional information, please feel free to contact Jim Hade at (410) 333-8071 or Charlie Adams at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable Gerry L. Brewster

Mr. James Hade



UG
O James Lighthizer
Secretary
Hal Kassoff
Administrator

October 28, 1994

Mr. Matthew A. Mace Annapolis Striders, Inc. Post Office Box 187 Annapolis MD 21404-0187

Dear Mr. Mace:

Thank you for your recent letter on behalf of the Annapolis Striders, which proposed a one-mile run along MD 70 (Rowe Boulevard) on the third weekend of November, on either a Saturday or Sunday.

If the current streetscape project were complete by the third weekend in November, the State Highway Administration (SHA) would be able to permit this event. However, the project will not be completed by that date. The median lanes are currently blocked to allow the contractor working area, orange drums and signs clutter the area and, in general, the area is not at its aesthetic best while construction is underway. Also, the construction has created conditions along the roadway that would be hazardous to runners. The contractor's schedule allows him to work Saturdays, Sundays and at night so that certain phases of the work can be completed without impeding traffic.

I regret that we cannot grant a permit for this type of event until after the construction has been completed, which we anticipate to occur around mid-December. If you would like to discuss this matter further, please do not hesitate to contact me or our District Engineer for Annapolis, Edward Meehan. Ed can be reached at (410) 841-5450.

Sincerely,

Hal Kassoff Administrator

cc: The Honorable Alfred Hopkins

Mr. Edward Meehan

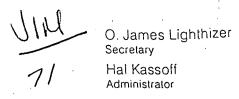
My telephone number is _____

Mr. Matthew A. Mace October 28, 1994 Page Two

bcc: Mr. Charles B. Adams

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June 21, 1994

Ms. Jennifer Russel
Planning Director
City of Gaithersburg
31 South Summit Avenue
Gaithersburg MD 207877-2098

Dear Ms. Russel:

Thank you for your recent letter to Mr. Creston Mills of our District 3 Office concerning the noise situation at your home in the Rosemont community adjacent to I-370.

A noise evaluation was conducted prior to completion of I-370, which monitored the existing levels and predicted noise levels produced with the roadway constructed. Results of the analysis indicated that the noise impact threshold of 67 decibels (dBA) would not be equalled or exceeded with completion of the new roadway.

We will monitor noise levels to determine the current situation in relationship to the impact threshold. This work will be coordinated with the Rosemont Community's designated representative Mr. Linus Klitsoh.

We will provide a copy of the results to you upon completion of the measurements. In the meantime, if you have any questions please feel free to contact me at (410) 333-8063.

Charles B Adams

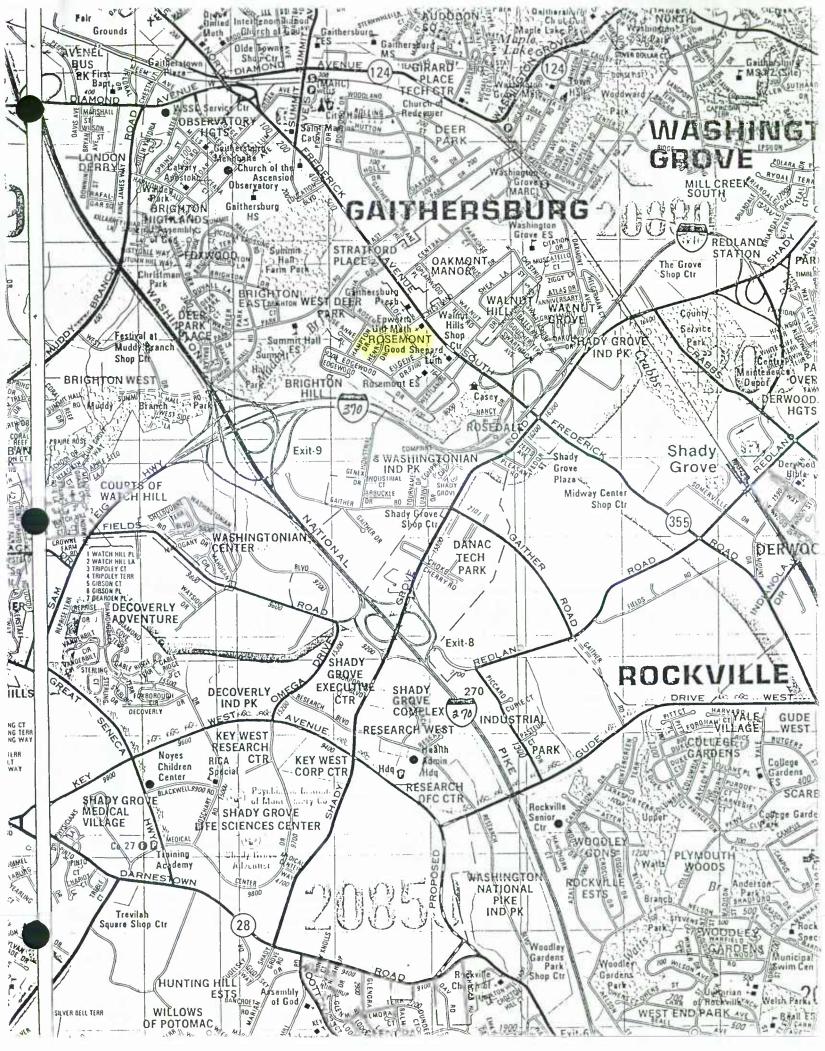
Director

Office of Environmental Design

cc: Mr. Creston Mills Mr. Linus Klitsoh

FILE IS NAMED UNDER MR. KLITSOH

My telephone number is _____





O. James Lighthizer Secretary Hal Kassoff Administrator

February 8, 1994

Mr. Chris Santoriello 1806 Dunwoody Circle Baltimore MD 21234

Dear Mr. Santoriello:

Thank you for your recent letter requesting that we construct a sound barrier for your community in advance of our proposed widening of I-695 (Baltimore Beltway) in the vicinity of MD 41 (Perring Parkway).

We have begun preliminary design on the needed Beltway expansion. It will take us several years to complete the design work. Our plan is that if and when new funding is available for these much needed improvements, we will be ready to move to construction quickly, having done the design work.

At the same time, we have initiated the design for sound barriers as a stand-alone project. However, funding for these sound barriers will not be available until 1996. If we are fortunate enough to obtain funds for widening in your area in advance of the sound barrier schedule, the barrier will be included in the widening project. If funding does not become available before the scheduled date for the sound barrier, the barrier work will proceed independent of any widening. At this point, it would be speculation to assume that the additional funding will be allocated soon. We will continue to explore all possibilities.

I hope this responds to your concerns regarding the timing of the sound barriers. If you have any questions, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Mr. Adams can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

CC:

Mr. Charles B. Adams

My telephone number is _____

P. S. The 1996 date is dependent on Congressional appropriations.

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Chris Santoriello February 8, 1994 Page Two

bcc: Mr. Steven McHenry
Mr. Gene Miller

Mr. Neil J. Pedersen



O. James Lighthizer Secretary Hal Kassoff Administrator

January 6, 1994

Mr. John J. Spano 10700 Pine Haven Terrace North Bethesda, MD 20852

Dear Mr. Spano:

Thank you for your recent letter to District Engineer, Creston Mills concerning the traffic noise situation at the Timberlawn South/Tuckerman Walk communities adjacent to the I-270 East Spur in Montgomery County.

The intent of the State Highway Administration Noise Abatement Program is to mitigate traffic noise where a highway project significantly impacts adjacent development. The environmental studies determined that noise levels would not increase appreciably at the Timberlawn South/Tuckerman Walk communities as a result of the widening of the I-270 East Spur. Let me explain why this is so.

It requires a doubling of traffic to increase noise levels three decibels, a difference that is not readily discernable to the human ear. In this case, two additional lanes will not cause traffic to double; therefore, the present noise levels are anticipated to rise a maximum of one to two decibels. In addition, because the widening will occur in the median, there will be no physical impact to the roadside due to highway construction activities.

Finally, there is the issue of funding. There are many more requests for noise barriers than we have the resources to address. We must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise barriers should be considered and constructed.

I regret that we are unable to provide a more positive response to your request. If you have any questions or wish to discuss this matter further, please feel free to contact me at (410)333-8063.

Sinderely,

Charles B. Adams, Director Office of Environmental Design

cc: Mr. Creston J. Mills, Jr.

My telephone number is _____



Maryland Department of Transportation

The Secretary's Office

16

William Donald Schaefer Governor O. James Lighthizer

Secretary

Thomas L. Osborne

Deputy Secretary

July 12, 1994

John S. Singleton, Esq. Gendler, Berg & Singleton, P.A. Ten East Eager Street Baltimore MD 21202-2592

Dear Mr. Singleton:

Thank you for your recent letter regarding approval of a sound barrier on I-695 for the communities of Heatherfield, Seminary Ridge and Fields at Seminary. We have reviewed the main points contained in your letter and I would like to respond to each of them.

Point No. 1: Heatherfield must be provided sound barriers. The Heatherfield community was not specifically excluded from the projects currently slated for sound barriers on the Beltway (I-695). It is true that some of the homes in Heatherfield predate the construction of the Beltway. The State Highway Administration (SHA) monitored noise levels in this community as part of a broader study in the mid-1980's. Data collected in that study indicated that none of the homes which pre-dated the Beltway were experiencing noise levels above the impact threshold. The significance of any changes due to the passage of time and the normal growth in Beltway traffic would need to be confirmed by additional studies to determine if Heatherfield would now meet the noise abatement criteria, which requires that a majority of affected households must also pre-date the highway.

Point No 2: Efficiency of Cost. If it were determined that Heatherfield now meets the criteria of SHA's retrofit noise abatement program, construction would be contingent upon the availability of funds. At this time, funds are not available to expand the scope of the project east of Thornton Road. To protect all three communities would require an extension of $\pm 3,700$ feet. The cost of this extension is estimated to be approximately \$2 Million. This figure does not take into consideration costs to locate a barrier in a manner to provide for future Beltway expansion. Also, the fact remains that the communities of Seminary Ridge and Fields at Seminary were developed after I-695 was constructed. Work on the Beltway at this location, completed in the late 1980's, improved the merging conditions between the two legs of I-83. These improvements did not result in a significant increase in noise levels.

859-7600

My telephone number is (410)-

John S. Singleton, Esq. July 12, 1994 Page Two

Point No. 3: Hardship to the Communities. We recognize the level of noise which exists along this section of I-695. The dilemma we face is inadequate financial resources to address all highway, and highway related, needs. As you are aware, funding for the Beltway improvements is not currently available. Increasing highway volumes have driven the need to expand capacity of the Beltway and we continue to work to secure funding for this work. The environmental impact analysis which was performed to address these needs identified the Heatherfield, Seminary Ridge, and Fields at Seminary developments as candidates for noise abatement in conjunction with future expansion. We are committed to providing noise abatement for all of those communities which will be impacted by such expansion and for which effective abatement can be provided within our cost guidelines.

We appreciate the effect noise has upon your community, and regret that the construction of the sound barriers which you are requesting cannot be approved at this time. If you would like additional information, please feel free to call Mr. Charles Adams, Director of Environmental Design for SHA, at (410) 333-8063.

Sincerely,

Thomas L. Osborne

Deputy Secretary

cc: Mr. Charles B. Adams

Thomas Chone

Mr. Hal Kassoff

Secretary O. James Lighthizer



78

O. James Lighthizer Secretary Hal Kassoff Administrator

July 7, 1994

Dr. Ronald J. Taylor President Regency Park Civic Association 11 Regency Court Baltimore MD 21208-1722

Dear Dr. Taylor:

I am writing as a follow-up to our May meeting and your conversation with Charles Adams, Director of our Office of Environmental Design. I would like to address the main issues which were discussed.

We recognize that noise affects the Regency Park community. Based upon our records, Regency Park was built after both the initial construction of the four-lane Beltway and its 1966 expansion to its present six lanes. As we discussed, eligibility for our retrofit noise abatement program is limited to developments in which a majority of affected households pre-date the highway.

You also referred to prior correspondence from the State Highway Administration committing to a sound barrier. We have researched our files and have been unable to find any such letter. We would therefore appreciate receiving a copy of this correspondence, if you find one.

We are currently evaluating the Regency Park area to determine eligibility for noise abatement when the Beltway is widened. These studies should be completed by the end of summer, at which time we will contact you with the results.

As you are aware, funding for the beltway improvements is not currently available. We are committed to providing noise abatement with expansion for all communities which are impacted and for which effective abatement can be provided within our cost guidelines.

I understand that an appointment has been set up for later in July, at which our noise abatement staff will meet with you to discuss the possibility of landscape screening and to monitor present noise levels.

	-
My telephone number is	

Dr. Ronald J. Taylor July 7, 1994 Page Two

In the meantime, if you have any additional questions, please feel free to call Charlie Adams at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable Paula C. Hollinger Secretary O. James Lighthizer







O. James Lighthizer Secretary Hal Kassoff Administrator

August 22, 1994

Dr. Ronald Taylor President Regency Park Civic Association 11 Regency Court Baltimore MD 21208-1722

Dear Dr. Taylor:

I am writing as a follow-up to your July 26 field meeting with Messrs. Ken Polcak, Kirby Barger and Richard McIntyre regarding noise and landscaping issues and the Regency Park community.

During the field meeting, noise level measurements were made at the two locations shown on Exhibit 1. The noise level at the top of the earth mound along the right-of-way line (location 1) averaged 75 decibels (dBA). At the same time, across Melody Lane (location 2), at a distance similar to the setback of the dwellings from the right-of-way, the average noise level was 64 dBA, a difference of 11 dBA between the two test sites.

Before noise abatement measures can be considered, noise levels at the setback of dwellings must meet or exceed the impact threshold level of 67 dBA. It is recognized that this short duration test may not be representative of "worst-case" noise conditions, but simply shows the prevailing noise level on that day and at that time. As Mr. Polcak indicated, a more comprehensive and detailed assessment of existing noise conditions, potential future noise effects of proposed improvements to I-695 and eligibility of Regency Park for noise abatement is ongoing. The results of these studies should be available by the end of the summer.

Regarding the landscaping issue, the right-of-way is already heavily vegetated with natural growth consisting of various shrubs (especially Honeysuckle), major trees, and vines. At the present time, there is not a suitable location for any additional planting. The berm created by the roadside slope and the grade adjacent to Melody Lane provides a visual buffer of the Beltway.

Unfortunately, the white pines on the residential side of the right-of-way fence are limbed up allowing for visibility of the fence. An understory planting of broadleaf evergreens (laurel, rhododendron, holly, etc.) at the dripline of the pines would help create a denser buffer. This is an option that the community association might want to consider.

My telephone number is	

Page Two – Dr. Ronald Taylor

Should you have any questions or need additional information, please feel free to contact me at 333-8063.

Sincerely,

Charles B. Adams, Director Office of Environmental Design

CBA/kp

Attachments

cc:

H. Kassoff

R. McIntyre

K. Barger

K. Polcak

AMBIENT NOISE MONITORING I-695 REGENCY PARK CONDOMINIUMS SITE DIAGRAM and MONITORED NOISE LEVELS

I-695 WB R/W FENCE 75 dBA ROW OF TALL PINES METER LOCATION 1 TOE OF EARTH BERM ALONG R/W LINE MELODY LANE 64 dBAO METER LOCATION 2 SIMULTANEOUS MEASUREMENT OF EXHIBIT 1 NOISE LEVEL AT LOCATIONS 1 AND 2 (4:20 - 4:35 PM JULY 26, 1994)



O. James Lighthizer Secretary
Hal Kassoff
Administrator

December 19, 1994

Ms. Carol Moors Toth President Woodside Forest Civic Association 9500 Crosby Road Silver Spring MD 20910

Dear Ms. Toth:

Thank you for your recent letter to Senator Barbara A. Mikulski about a sound barrier for the Woodside Forest community. Senator Mikulski forwarded your letter to us and asked that we respond to you directly.

First, let me assure you that we are aware of the noise concerns at Woodside Forest. While this area was not included in the original retrofit noise barrier list of twenty-six projects, we have subsequently re-evaluated the situation and determined that the eligibility criteria are met. The issue remains one of finances, as we have a number of unfunded projects similar to Woodside Forest. The source of the money for noise barriers is the same as that for a variety of other highway needs, including bridge and safety improvements. Our problem is, there simply is not enough money to address all of our highway needs.

As funds can be allocated for individual projects, we intend to complete all of those projects which have been identified as meeting our criteria. I wish I could give you a definite timetable for this, but that is not possible. We still have a number of the original twenty-six projects to fund.

If you have any additional questions, please feel free to contact Charles Adams, Director of our Office of Environmental Design, at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: The Honorable Barbara A. Mikulski

Mr. Charles B. Adams

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mrs. Carol Moors Toth December 19, 1994 Page Two

bcc: Mr. James Hade

Mr. Creston J. Mills, Jr.



85

O. James Lighthizer Secretary

Hal Kassoff Administrator

June 16, 1994

Mr. George E. Ward III 1665 Cananaro Drive Annapolis MD 21401

Dear Mr. Ward:

Thank you for your letter regarding the noise situation at your home in the Revell Downs community adjacent to Route 50/301.

The State Highway Administration conducted noise measurement and impact studies for the U.S. 50/301 improvements done near your home. Results from the analyses indicated that while the area would not experience a significant increase in noise from the road improvements, the existing noise levels did exceed the impact threshold of 67 decibels (dBA) at the several homes closest to U.S. 50/301. The impact threshold is that level which must be exceeded before an area can be considered for noise abatement.

While we recognize the noise levels in the Revell Downs community, we found that the cost to build a noise barrier would exceed \$40,000 per residence the maximum allowable by our noise policy. Therefore, the area is not eligible for noise abatement consideration.

I regret that we are unable to offer a more positive response to your inquiry. If you have any questions or wish to discuss this matter further, please feel free to contact Mr. Charles Adams, Director of our Office of Environmental Design at (410) 333-8063.

Sincerely

Charles R. Olsen

Chief Engineer

cc: Charles B. Adams

Make A Clase





O. James Lighthizer Secretary Hal Kassoff Administrator

January 6, 1994

Ms. Nancy Warren 5707 Kenwood Avenue Baltimore MD 21206

Dear Ms. Warren:

Thank you for your recent letter concerning sound barriers for your residence adjacent to I-95 in Baltimore County.

The Maryland Transportation Authority is responsible for this section of Interstate highway, including any noise abatement measures. Mr. Jack Moeller, the Director of Engineering for this agency, is the proper contact person in regard to sound barrier decisions. Mr. Moeller may be reached at the following address: P.O. Box 9088, Dundalk MD 21222.

By copy of this letter, I am asking Mr. Moeller to contact you concerning your request. I have also forwarded your letter to him for his review. You should expect to hear from Mr. Moeller in the near future.

Thank you, once again, for bringing your concerns to my attention.

Charles Director

Sindertely.

Office of Environmental Design

cc: Mr. Jack Moeller w/attachment

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



4

DOISE
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

May 5, 1994

Mrs. Evonne Wynn 5109 Clifford Road White Marsh MD 21128

Dear Mrs. Wynn:

I am writing to report the results of the recent highway traffic noise monitoring study conducted at your home in the Lawrence Hill community adjacent to the I-95/MD 43 interchange.

As you requested, we conducted a noise measurement for a full 24-hour period on the rear patio at your home. Exhibit 1 shows a sketch of the area and the microphone location. The "average" noise level was measured in continuous 20-minute intervals for 24 hours. This level, also called the "equivalent sound level" or "Leq", is an average of the total acoustic energy measured during a given time period (in this case, 20-minutes). The Leq noise levels measured during each 20-minute period are shown in Exhibit 2, and Include noise from all sources in the area. It shows that the level was greatest during the morning rush-hour (say 6-8AM) and in the evening (say 7-11PM). As you can see, there was only one interval in the 24-hour period, when the noise level exceeded the noise impact threshold level of 67 decibels (dBA). This threshold level must be exceeded before noise abatement can be considered.

An examination of the data printouts from the noise analyzer showed that during several intervals (marked "A", "B", and "C" on Exhibit 2), there is a strong likelihood that there were unusual "events" which affected the overall noise level that are <u>not</u> typical of noise from traffic. Such severe "spikes" in the average noise level (10-20 dBA higher than the typical level), are more often associated with such things as human activity in close proximity to the microphone, nearby lawn mowers, weedeaters, or other powered garden equipment, loud vehicles (motorcycles, etc.) on the local street, or even birds or insects landing on the microphone. Though the exact cause cannot be determined, past experience and the nature of the data point towards these possibilities.

Overall, the level of noise found during the test period did not reach or exceed our impact threshold due to traffic from the adjacent ramp, White Marsh Blvd. or I-95. It is certainly recognized however, that annoyance can be realized from individual vehicles, even though the average level is below the impact threshold.

My telephone number is	
Maryland Relay Service for Impaired Hearing or Speec 1-800-735-2258 Statewide Toll Free	h

Page Two Mrs. Evonne Wynn May 5, 1994

Our records indicate that the Lawrence Hill community was constructed after the improvements to MD 43 were planned. Noise abatement cannot be considered in situations if noise levels do not exceed the impact threshold and where receptors come in after highway improvements are planned.

I regret that we cannot offer a more positive response, but trust this information is sufficient for your needs at this time. Please feel free to contact me if you have any questions.

Sincer

Charles B. Adams, Director

Office of Environmental Design

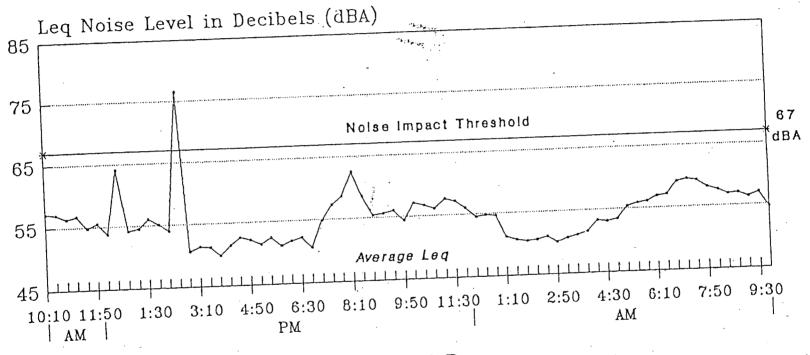
CBA/KDP/kp

Attachment

cc:

Mr. J.D.Hade Mr.K.D.Polcak

24 HOUR NOISE MEASUREMENT 5109 CLIFFORD ROAD LAWRENCE HILL COMMUNITY



Time of Day

—— Leq (Average) — * Impact Threshold

4/21-22/94 - 20 MINUTE INTERVALS WYNN RESIDENCE I-95/MD 43 INTERCHANGE

EXHIBIT 2



O. James Lighthizer Secretary Hal Kassoff Administrator

January 18, 1994

The Honorable John C. Astle Maryland House of Delegates 212 Lowe Office Building Annapolis MD 21401

Dear Delegate Astle:

I would like to respond to the letter you received from Mr. Hedwig C. Davis, of Acorn Drive, and your conversation with Charlie Adams of the Office of Environmental Design, concerning noise barrier eligibility adjacent to US 50, just west of the Severn River Bridge.

The major question in Mr. Davis's letter centers on the reasons Winchester Heights qualifies for noise barriers and the Acorn Drive and Riverview Manor communities do not. Although the situations appear to be similar, let me explain the factors involved in determining noise barrier eligibility for these areas.

For a community to be considered for noise abatement measures, all of the following criteria must be met:

- a majority of the impacted residences must have preceded highway location approval;
- noise levels must exceed the impact threshold level of 67 decibels (dBA);
- five (5) decibel increase in noise levels build vs. no-build, or
- a significant physical impact to existing conditions;
- costs must be reasonable; cost per impacted residence that is protected may not exceed \$40,000;
- construction of an effective noise barrier must be feasible;

My telephone number is	_
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O. James Lighthizer Secretary Hal Kassoff Administrator

April 8, 1994

The Honorable Helen Delich Bentley Member of Congress District Office 200 East Joppa Road Towson MD 21286

Dear Congresswoman Bentley:

Thank you for your recent letter conveying the concerns of the Cromwood, Coventry and Satyr Hill Community Association about noise that will likely result from our repaving work on I-695, in the Perring Parkway/Providence Road area. We have also responded to the association's recent letter from Ms. Donna Spicer, and we appreciate why the community objects to road work absent a noise barrier.

The condition of the roadway in this area is really bad. The surface has been deteriorating for some time, and the terrible weather this winter made it worse. We addressed the immediate situation with emergency milling operations. While we understand that some residents may prefer that this work be done during the day, the heavy flow of Beltway traffic makes day work impossible, without causing extraordinary disruption to tens of thousands of people. Unfortunately, there is simply no other way to deal with the problem, than to work at night.

In addition to this emergency work, the need for permanent resurfacing remains critical, if we are to prevent serious deterioration of the underlying roadway structure itself. This work will also provide a better riding surface.

Charles R. "Dick" Harrison, our District Engineer, recently spoke to Mrs. Spicer about these issues, and explained we are on target with the preliminary work for the noise barrier. However, funds for the noise abatement program are spread out over several years, and this barrier is not scheduled for advertisement until fiscal 1997. We simply cannot wait until then to make the road repairs. We will, of course, move the work ahead as quickly as possible.

My telephone number is	
MV telennone number is	



The Honorable Helen Delich Bentley April 8, 1994 Page Two

Please do not hesitate to contact me or Dick Harrison if you have any other questions. Dick may be reached at (410) 321-3461.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Charles R. Harrison





94

O. James Lighthizer Secretary Hal Kassoff Administrator

April 8, 1994

The Honorable Helen Delich Bentley Member of Congress District Office 200 East Joppa Road Towson MD 21286

Dear Congresswoman Bentley:

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My telephone number is _____

The Honorable Helen Delich Bentley April 8, 1994 Page Two

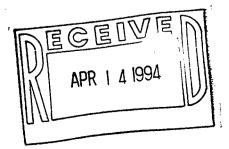
Please do not hesitate to contact me or Dick Harrison if you have any other questions. Dick may be reached at (410) 321-3461.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Charles R. Harrison



The Honorable John C. Astle January 18, 1994 Page Two

- seventy-five percent (75%) of the impacted residents must favor the project; and
- funds must be available.

All of the communities in question meet the date and noise level criteria of the policy. When acoustic studies were performed for the US 50 project, it was determined that noise levels at each area met or exceeded the impact threshold of 67 decibels. These studies also predicted future noise level impacts based on future maximum traffic volumes. It was determined that ultimately 17 residences would be impacted above the noise threshold at Acorn Drive, 14 homes at the Winchester community, and 13 at Riverview Manor.

However, the density of the housing is different in the three areas. It was originally determined that for Riverview Manor, a barrier 1700 feet long would be necessary to protect 13 homes. Moreover, to provide some relief as part of the US 50 construction, a berm was constructed along a portion of Riverview Manor. It measures approximately 650 feet in length, and now protects five of the original 13 impacted homes. A noise barrier over 1000 feet long would still be needed to buffer the remaining eight unprotected residences at a cost of over \$67,500 each.

At the Acorn Drive area, a noise barrier over 2450 feet in length is necessary to protect the 17 impacted homes. The estimated cost for this barrier is \$1,000,000, which equates to \$59,000 per residence.

At this time, the ultimate proposed improvements to US 50 have not yet been implemented in the Winchester Heights area, whereas all planned expansion of US 50 has been completed west of the Severn River bridge. When US 50 is widened at the Winchester Heights area, the noise barrier will be constructed as part of this project.

The Honorable John C. Astle January 18, 1994 Page Three

I hope this information clarifies the situation at these three communities as it relates our recent sound barrier decisions. If you have any questions, or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



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O. James Lighthizer Secretary Hal Kassoff Administrator

October 31, 1994

The Honorable Derick Berlage
Montgomery County Council
Stella B. Werner Council Building
Rockville MD 20850

Dear Council Member Berlage:

Thank you for the noise abatement inquiries on behalf of your constituents who live adjacent to the Capital Beltway (I-495). Allow me to share with you information regarding our noise abatement program, and how it relates to each of your concerns.

Noise abatement projects are classified as either Type I or Type II projects. Those which fall into Type II involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects which consist solely of barrier construction.

The area between Georgia Avenue and Colesville Road is one of our remaining Type II projects. It has been determined to meet all of the criteria established by our policy, but has not yet been funded. Our goal is to move these projects forward, subject to availability of federal funds and a local share of 20% of the project cost.

Type I noise abatement projects, on the other hand, are those which are built in conjunction with roadway construction. Such a project is planned because an environmental impact analysis, conducted as part of the highway planning process, predicts that noise from the proposed highway will exceed the threshold of 67 decibels (dBA) and that abatement can be achieved within our cost criteria of \$40,000 per impacted and protected residence.

Such is the case with the area about which you inquired between Connecticut Avenue and Stoneybrook Road. This area was evaluated to determine the feasibility of noise abatement when the widening of I-495 was being planned. Barriers were not warranted because predicted noise levels from the expanded highway did not equal or exceed the impact threshold of 67 dBA.

M	telephone	number is		

99

The Honorable Derick Berlage October 31, 1994 Page Two

I hope this information clarifies the situation for each of the areas you mention. Should you have further questions about our noise abatement program, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Bruce Gartner

Mr. Jim Hade

Ms. Shawn Newson







February 2, 1994

The Honorable Gerry L. Brewster Maryland House of Delegates 308 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Brewster:

Thank you for your recent letter to Gene Miller, of our Office of Environmental Design, requesting the current status of the proposed noise barrier project for the Baltimore Beltway from the area east of Loch Raven Boulevard to Perring Parkway.

The design initiation meeting for this project was held on December 10, 1993. At this meeting, members of the noise barrier design team discussed project responsibilities and anticipated schedules. In addition, members of the design team for the Beltway widening project were also present.

It was decided that design of the noise barriers for this area should not begin until a determination about the Beltway widening is made. This will avoid unnecessary and duplicate design effort for the noise walls, which cannot be accurately located until the final highway section is determined. A decision on the widening should be made by mid-summer. This will not delay the anticipated construction start for the noise barrier project, which is scheduled for spring 1997.

If we are fortunate enough to obtain funds for widening the Beltway in this area in advance of the sound barrier schedule, noise barriers will be included in the widening. At this point, it would be speculation to assume that the additional funding will be forthcoming soon, though we will continue to explore all possibilities.

Once again, thank you for your continued interest in the noise barrier program. If you have any questions, or require additional information, please feel free to contact Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

CC:

Mr. Charles B. Adams

Mr. Eugene J. Miller

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Prepared by: Eugene Miller, Office of Environmental Design



100

O. James Lighthizer Secretary Hal Kassoff Administrator

September 20, 1994

The Honorable Michael J. Collins Senate of Maryland 418 Eastern Boulevard Baltimore MD 21221

Dear Senator Collins: M. ke

Secretary Lighthizer asked me to provide you with the results of our assessment of truck traffic on MD 702 and Back River Neck Road in Essex.

The truck restriction on MD 702 was an environmental commitment made in connection with the extension of MD 702. As a result of this commitment, the pavement was not designed to carry heavy trucks. Also, the existing noise barriers would not be effective if heavy truck traffic were allowed on this road. This is true, because such trucks emit a substantial amount of noise from their exhaust stacks, which are typically located 10-12 feet above the pavement -- much higher than exhaust pipes from passenger vehicles.

Truck traffic along Back River Neck Road appears to be quite intermittent. This inherently makes any passage of a loud vehicle, such as a truck, potentially more annoying to nearby residents than it otherwise would be. Certainly, there are times of day when traffic is heavier; however, many of these trucks serve the commercial area along Back River Neck Road parallel to MD 702 as well as several scattered small businesses, commercial establishments, and marinas farther south on the peninsula. If these trucks were allowed on MD 702, those destined for the northern commercial area would then have to utilize the local streets (Middleborough Road, Hyde Park Avenue, and E. Homberg Avenue), which pass directly through the heart of the adjacent communities. Although this may relieve the concerns along Back River Neck Road, truck traffic in other areas of the community would increase.

A noise measurement study of the Franklin/Essex Avenue area was conducted several years ago, which showed that the average (Leq) noise level was substantially below the impact threshold level of 67 decibels (dBA). It was also noted that infrequent, "peak" noise (primarily from trucks downshifting as they approach the Old Eastern Avenue intersection), was a potential source of annoyance. As with the areas along Back River Neck Road, prohibition of heavy trucks in this area would only serve to relocate the problem within the community.

My telephone number is	
------------------------	--

The Honorable Michael J. Collins September 20, 1994 Page Two

I regret that we cannot offer a more positive response to the concerns expressed by your constituents, but I trust this information explains our perspective. If you have any further questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosure

cc: Mr. Charles B. Adams

Secretary O. James Lighthizer

The Honorable Michael J. Collins September 20, 1994 Page Three

bcc; Mr. Bruce Gartner

Mr. James D. Hade Mr. Richard A. McIntyre Mr. Kenneth D. Polcak

24-HOUR NOISE MEASUREMENT Maryland Route 702 - 1403 Franklin Ave.

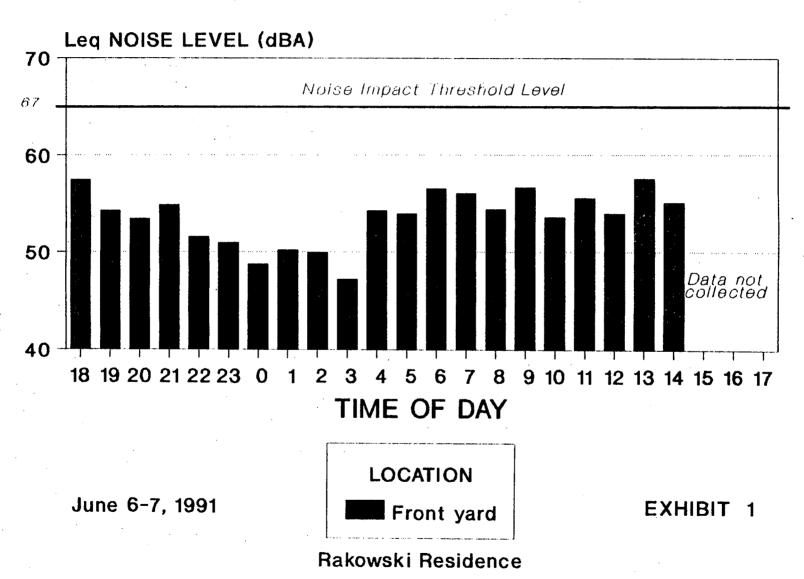


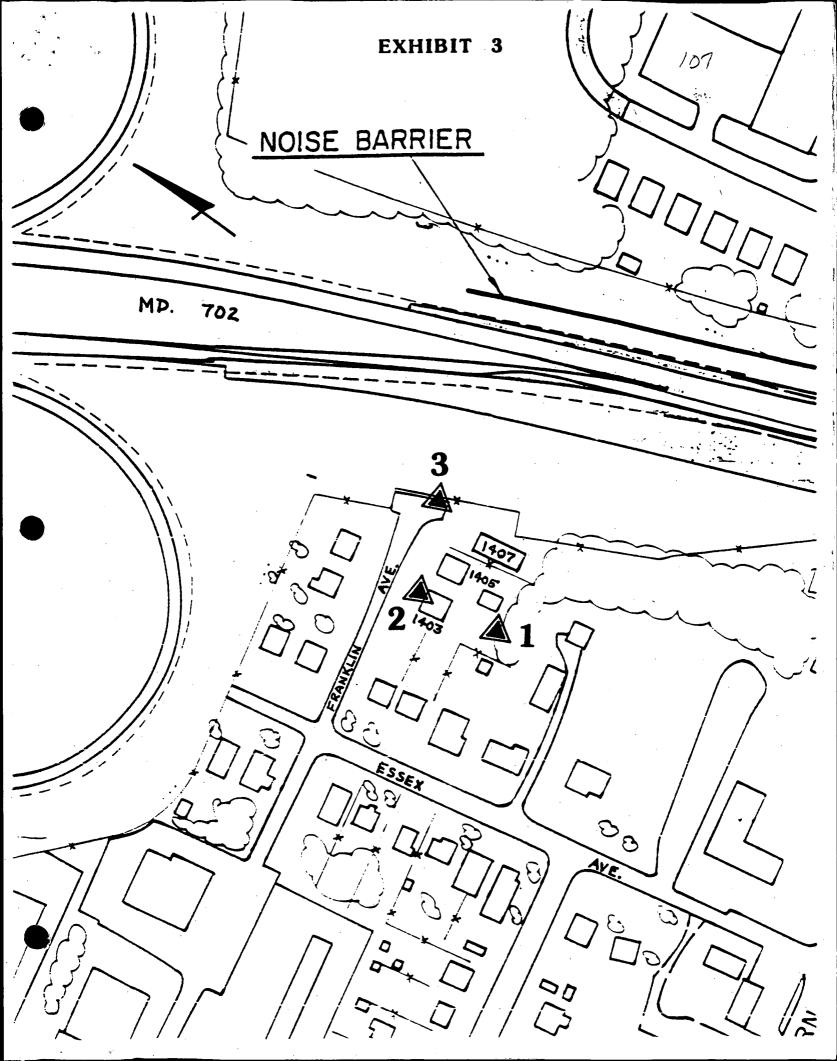
EXHIBIT 2

SUMMARY OF NOISE LEVELS Maryland Route 702 Franklin Avenue

LOCATION	Leq NOISE	LEVEL (in dBA) 5:00-5:20pm	FOR INTERVAL 5:20-5:40pm	TOTAL 1-Hour
1	55	52	53	54
2	57	55	56	56
3	57	56	57	57
	Data collecte	ed on Thursday,	June 6, 1991	

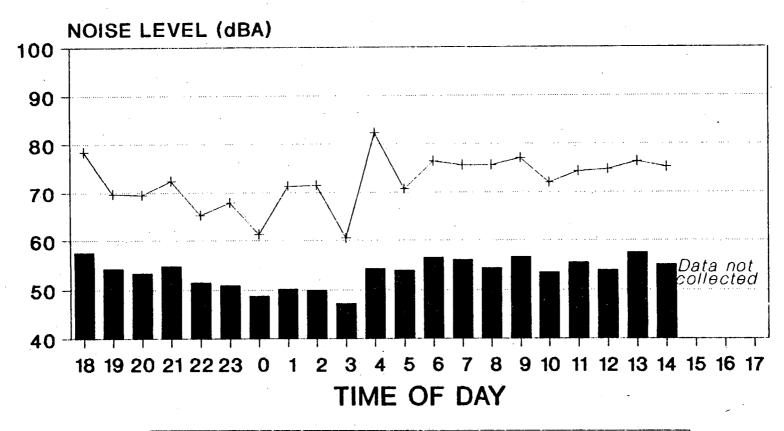
LOCATION DESCRIPTIONS (SEE EXHIBIT 3)

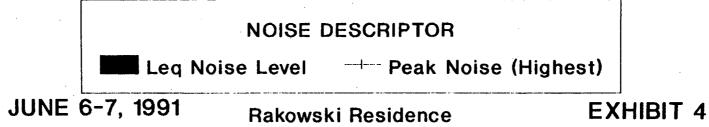
- 1 Backyard of 1403 Franklin Avenue (Rakowski residence)
- 2 Front yard of 1403 Franklin Avenue (Rakowski residence)
- 3 Near right-of-way fence (in front of 1407 Franklin Avenue)



PEAK NOISE LEVELS- 24-HOUR STUDY Maryland Route 702 - 1403 Franklin Ave.









1.09

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 10, 1994

The Honorable Gene W. Counihan Maryland House of Delegates 222 Lowe House Office Building Annapolis MD 21401

Dear Gene:

Thank you for your recent letter regarding the new Blair High School, to be located on the Kay tract at Four Corners. We will be happy to work with you and the Board of Education on these issues.

The pedestrian overpass construction plans will need to be reviewed for structural adequacy, clearances, construction methods, and aesthetics by our Bridge Design Division and the Federal Highway Administration (FHWA). The bridge will go through several review steps ranging from "type, size and location" to final plans. The fastest way to proceed is to establish informal contact with State Highway Administration (SHA) and FHWA staff. Your County DOT is familiar with this process and might be a good resource. I have asked Earle Freedman, our Deputy Chief Engineer - Bridge Development, to be available to arrange a meeting, if you or the Board's representatives call him at (410) 333-1331. Assuming that the Board goes forward with the project, an agreement will be needed to address construction, inspection, and maintenance of the overpass.

If sound barriers are to be constructed on SHA right-of-way, our Office of Environmental Design would address the standards and criteria to be applied, as well as the approval process. Again, FHWA concurrence will be needed. Charlie Adams, our Director for that Office, will be able to answer any questions that the Board may have on those issues; he can be reached at (410) 333-8063. Once again, an agreement will be required to address construction, inspection, and maintenance of the facility.

If the barriers are constructed as part of a larger contract, the approximate cost (based on figures for recently constructed barriers) is \$16.50 per square foot. This figure does not include landscaping or other amenities, and can be expected to be higher if the contract is for a barrier only.

My telephone number is	
My telephone number is	

The Honorable Gene W. Counihan August 10, 1994 Page Two

Again, thank you for your letter. I trust that this reply gives you the direction you seek, and that all will go well with your project.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. Earle S. Freedman

Mr. Creston J. Mills, Jr.

Mr. Neil J. Pedersen

William Donald Schaefer Governor O. James Lighthizer Secretary

Thomas L. Osborne Deputy Secretary

111

Maryland Department of Transportation

The Secretary's Office

May 31, 1994

The Honorable Howard A. Denis The Honorable Brian E. Frosh The Honorable Gilbert J. Genn General Assembly of Maryland 402B Senate Office Building Annapolis MD 21401-1991

Dear Senator Denis and Delegates Frosh, Genn, and Kopp:

Thank you for your recent letter concerning extending the Wyngate noise barrier to include the Raleigh Tavern Court residential area.

I have asked the State Highway Administration (SHA) to study your request. You may expect to hear back from me on this in the next four to six weeks.

In the meantime, if you have any questions, please feel free to contact Charlie Adams, SHA's Director of Environmental Design, at (410) 333-8063.

Sincerely,

O. Vames Lighthizer

cc: Mr. Charles B. Adams Mr. Hal Kassoff

Senator Denis and Delegates Frosh, Genn, and Kopp May 27, 1994 Page Two

bcc: Mr. Bruce Gartner

Mr. James Hade

Mr. Creston J. Mills, Jr.

Senator Denis and Delegates Frosh, Genn, and Kopp May 27, 1994 Page Two

bcc: Mr. Bruce Gartner

Mr. James Hade

Mr. Creston J. Mills, Jr.

Prepared By: Charles B. Adams



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O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

June 1, 1994

The Honorable Arthur Dorman 303 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Dorman:

I am writing in response to your recent letter on behalf of Mr. and Mrs. Byram in the Laurel Ridge Community.

I would like to review for you the issues involved. The Bryram's home is located several hundred feet from I-95 and they own property which extends to the I-95 right-of-way. Because of the location of their home, it may not be possible to effectively reduce the noise at their residence. The attached map shows the relationship involved. We know we can effectively reduce noise levels for the homes along Laurel Ridge Drive which are closer to I-95. To do this, the wall must leave our right-of-way and "wrap around" the homes at the north end of Laurel Ridge Drive. This will require construction along the back of these properties along the common property line with the Byrams.

The design consultant working for us is developing studies to determine if we can provide noise reduction at the Byram's residence at a reasonable cost. If this is not possible we will also look at construction which does not involve the Byram's property.

This information was discussed with the Byrams at a neighborhood meeting which State Highway Administration representatives attended on April 20th.

We should know in the next several weeks if we will be able to provide protection to the Byram's residence. I will be back in contact with you as soon as we know.

513-7311

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

The Honorable Arthur Dorman June 1, 1994 Page 2

In the meantime, if you have any questions, please do not hesitate to contact me.

Sincerely,

Creston J. Mills, Jr. District Engineer

CJM:ljb

bcc: Mr. Charles Adams

Mr. Jim Hade





O. James Lighthizer Secretary Hal Kassoff Administrator

November 7, 1994

The Honorable Arthur Dorman
The Honorable Timothy F. Maloney
The Honorable Pauline H. Menes
The Honorable James C. Rosapepe
21st District Delegation
210 Lowe House Office Building
Annapolis MD 21401-1991

Dear Senator Dorman and Delegates Maloney, Menes, and Rosapepe:

I am writing to report the results of the noise monitoring study conducted in the Adelphi area of Prince George's County. Noise monitoring was conducted at the home of Mr. Harold Dorfman, 11000 Cherry Hill Road, and at several locations along Sellman Road.

The study included monitoring of noise levels for a full 24-hour period at two locations in the community. Exhibit 1 shows the locations used in the monitoring program. Exhibit 2 shows the results of the 24-hour tests. At the Dorfman residence (location R1a), the noise level was at or above the noise impact threshold level of 67 decibels (dBA) for 20 out of 24 hours. During the same period, the noise level did not reach the impact threshold during any hour at location R2 (3304 Sellman Road). The reason for the difference is that I-95 lies below the elevation of the residences and there is also a natural hill between Sellman Road and I-95, which helps shield the residences from 3306 Sellman Road south to the intersection at Ashfield Road (location R3). In addition, the homes to the south on Sellman Road are situated at progressively greater distances from I-95.

Short-term noise measurements were also conducted at each location on two other occasions. Exhibit 3 summarizes all of the noise level data. The data shows that the three homes north of 3306 Sellman Road (including the Dorfman residence), experience noise levels at or above the impact threshold level of 67 dBA, while those to the south have levels below 67 dBA. This demonstrates that some noise reduction along the southern portion of Sellman Road is occurring as a result of the existing berm between Sellman Road and I-95. The increasing distance of the homes from I-95 also contributes to lower noise levels.

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free The Honorable Arthur Dorman The Honorable Timothy F. Maloney The Honorable Pauline H. Menes The Honorable James C. Rosapepe November 7, 1994 Page Two

A comparison with 1988 noise measurements shows that the noise has not substantially increased since that time. Finally, previous study indicated that a noise barrier for this area would exceed our cost per residence limit. That conclusion has not changed.

I regret that we cannot offer a more positive response, but hope this information is sufficient to answer your inquiry adequately. If you have any further questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosures

cc: Mr. Charles B. Adams

RECEIVED

NOV IO 1994

Office of Environmental Design

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The Honorable Arthur Dorman The Honorable Timothy F. Maloney The Honorable Pauline H. Menes The Honorable James C. Rosapepe November 7, 1994 Page Three

bcc: Mr. Bruce Gartner

Prepared by: Ken Polcak



1191

O. James Lighthizer Secretary Hal Kassoff Administrator

February 28, 1994

The Honorable Arthur Dorman
The Honorable Timothy F. Maloney
The Honorable Pauline H. Menes
The Honorable Jim Rosapepe
21st District Delegation
210 Lowe Office Building
Annapolis MD 21401-1991

Dear Senator Dorman and Delegates Maloney, Menes and Rosapepe:

I wanted to follow up on my last letter to you, about the noise monitoring study to be done at the residence of Mr. Harold Dorfman, at 11100 Cherry Hill Road in Adelphi. This winter's unusually harsh weather has put us behind schedule for this study. However, we intend to resume noise measurements as soon as the weather permits and we hope to be able to report our findings to you by the end of May.

If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______

The Honorable Arthur Dorman
The Honorable Timothy F. Maloney
The Honorable Pauline H. Menes
The Honorable Jim Rosapepe
February 28, 1994
Page Two

bcc: Mr. Gene Miller

Mr. Ken Polcak



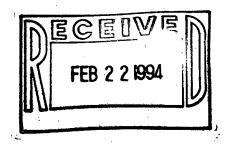


12

O. James Lighthizer Secretary Hal Kassoff Administrator

February 17, 1994

The Honorable Arthur Dorman
The Honorable Timothy Maloney
The Honorable Pauline H. Menes
The Honorable Jim Rosapepe
21st District Delegation
210 Lowe Office Building
Annapolis MD 21401-1991



Dear Senator Dorman and Delegates Maloney, Menes and Rosapepe:

Thank you for your recent letter concerning the construction schedule of the sound barrier project for the West Laurel community.

We are pleased to inform you that the contractor has been given the notice to proceed and that construction is underway. There has been some delay due to the recent inclement weather, but we still anticipate completion of the original sound barrier by the middle of summer.

Thank you again for your interest in this matter. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



193

O. James Lighthizer Secretary Hal Kassoff Administrator

April 8, 1994

The Honorable Arthur Dorman Senate of Maryland 303 James Office Building Annapolis MD 21401-1991

Dear Senator Dorman:

Thank you for your recent letter on behalf of your constituent, Ms. Arlene Anderson, concerning noise abatement on Barbara Drive, adjacent to I-95 in Beltsville.

Several years ago the State Highway Administration (SHA) conducted a series of noise measurements in the area of Barbara Drive. The locations were chosen to correspond to the residences closest to I-95. The noise levels were 59 decibels (dBA) for residences on Barbara Drive, well below the threshold for noise barrier consideration, which is 67 dBA.

Additionally, these residences are located nearly 1000 feet from the highway. Effective noise reduction is limited to an area of only several hundred feet behind the barrier. Even had the noise levels met or exceeded the impact threshold, effective noise reduction could not have been obtained in the area of the residences.

I regret that I cannot offer a more positive response to your request. If you have any questions or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of SHA's Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams



My telephone number is _

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



TIPEIL # 2

123

O. James Lighthizer Secretary

Hal Kassoff Administrator

May 31, 1994

The Honorable Arthur Dorman
The Honorable Timothy F. Maloney
The Honorable Pauline H. Menes
The Honorable James C. Rosapepe
210 Lowe Office Building
Annapolis MD 21401

Dear Senator Dorman and Delegates Maloney, Menes and Rosapepe:

I would like to let you know the current status of the soundwall construction project in West Laurel.

A contract was awarded to Greanya Construction of New Freedom, Pennsylvania, and work began on January 24. Unfortunately, construction stopped soon after the bulk of the clearing was completed. We were then informed that the contractor had filed for Chapter 7 bankruptcy protection in the Federal Bankruptcy Court at Harrisburg, Pennsylvania.

Our attorney has been in contact with the trustee, and is attempting to obtain the release of this project to the bonding company so that we can arrange to complete the construction. It appears that this release will be issued within the next several weeks. When it is, we will take immediate action to begin negotiations with the bonding company to finish this very important project. I am optimistic that much of the wall can be installed this year.

I hope this information will help you to respond to your constituents as questions arise. We will let you know of all developments as they unfold.

Sincerely.

Hál Kassoff Administrator The Honorable Arthur Dorman The Honorable Timothy F. Maloney The Honorable Pauline H. Menes The Honorable James C. Rosapepe May 31, 1994 Page Two

bcc: Mr. Bruce Gartner

Prepared By: Charles B. Adams



O. James Lighthizer Secretary Hal Kassoff Administrator

November 25, 1994

The Honorable Darrel Drown Council Member Howard County Council George Howard Building 3430 Court House Drive Ellicott City MD 21043-4392

The Honorable Shane Pendergrass Chairman Howard County Council George Howard Building 3430 Court House Drive Ellicott City MD 21043-4392

Dear Councilman Drown and Chairman Pendergrass:

We have evaluated the impact of highway traffic noise on the Hunt Club Estates community, adjacent to I-95 in the Elkridge area, as well as looked at the feasibility of constructing barriers. I have enclosed a copy of the report for your review.

The study monitored noise at homes which predate I-95, because homes built after the highway was constructed would not qualify for noise abatement under our criteria. We determined that noise levels at 12 homes are at or above the noise impact threshold of 67 decibels (dBA). These homes were included in the noise barrier feasibility and cost analysis.

The enclosed plan (labeled Exhibit A), shows the noise barrier that would be required to provide optimum noise reduction for the identified, impacted residences. (We achieve optimum results when we reduce noise levels at all such residences by 7-10 dBA; a change of less than 5 dBA is difficult to perceive.) A barrier system would range in height from 14-24 feet and would be approximately 2200 feet long. The cost of this system would be over \$1,700,000.

One of the criteria which guides our noise barrier program is a maximum expenditure of \$40,000 per residence. We calculate this figure by dividing the number of affected homes which would be protected by a barrier, into the total cost of the barrier. In this case, where there are 12 affected homes, the barrier would cost well over \$95,000 per residence.

My telephone i	number is	

The Honorable Darrel Drown
The Honorable Shane Pendergrass
November 25, 1994
Page Two

We also considered a scaled-down barrier design which provided the minimum acceptable noise reduction of 5 dBA at the most severely impacted residences. The cost of such a system would range from \$800,000 to \$900,000, which translates to a cost per residence of from \$66,000 to \$75,000.

Under either approach, the cost would greatly exceed our criteria. We have therefore determined that the Hunt Club Estates community does not qualify for noise abatement.

I am sorry that we cannot offer a more positive response. If you have any further questions, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached (410) 333-8063.

Sincerely,

Chaleth L. Homer, Deposity
In Hal Kassoff
Administrator

Enclosures

CC:

Ms. Kim Acton

Mr. Charles B. Adams

Ms. Natalie Eades

Mr. Ken Polcak

Ms. Betty Sydnor



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O. James Lighthizer Secretary* Hal Kassoff Administrator

January 27, 1994

The Honorable Darrel Drown
Council Member
County Council of Howard County
George Howard Building
3430 Court House Drive
Ellicott City MD 21043-1992

Dear Council Member Drown:

I wanted to let you know about the noise monitoring study to be done in the areas of Bauman Drive and Hunt Club Road adjacent to I-95 in Elkridge.

The monitoring studies have been initiated but are not yet completed. Unfortunately, inclement weather conditions have postponed further testing, which has placed us behind in our schedule for this study.

We intend to resume noise measurements for the Hunt Club Estates area as soon as the weather permits, and we will report our findings to you by early April. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

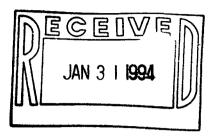
Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free The Honorable Darrel Drown January 27, 1994 Page Two

Spec: Mr. Gene Miller





Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer

O. James Lighthizer Secretary

Thomas L. Osborne

Deputy Secretary

November 4, 1994

The Honorable Nathaniel Exum Maryland House of Delegates 1891 Brightseat Road Landover MD -20785-4256

Dear Delegate Exum:

I am writing in response to your recent letter about sound barriers for the Enterprise Estates Community adjacent to US 50 and Centennial Village located adjacent to I-95.

The Enterprise Estates area, as you and I have discussed, appears to fall into the same category as Willow Grove. We need to determine if a barrier would be effective and within our cost guidelines. I have discussed this issue with Hal Kassoff. The State Highway Administration will perform an analysis to determine whether a barrier would meet all of our criteria. This study will begin in about one month and should be completed by March, 1995.

The Centennial Village area was studied several years ago to determine if it were eligible for consideration. This area was approved and built well after the construction of the Capital Beltway and is not eligible for the noise abatement program.

I hope that this reply adequately addresses your concerns, and I apologize for any confusion on the Enterprise Estates issue. If you have any questions, please do not hesitate to contact me.

Sincerely

Deputy Secretary

Mr. Charlie Adams

Mr. Hal Kassoff

Secretary O. James Lighthizer

859-7600

My telephone number is (410)-

TTY For the Deaf: (410) 684-6919



IN REPLY REFER TO ADM

March 10, 1994

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-2901

BALTIMORE OFFICE SUITE 1513 301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 (410) 225-4800

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

The Honorable Brian E. Frosh The Honorable Nancy K. Kopp Maryland House of Delegates 402 B Lowe Office Building Annapolis MD 21401-1991

Dear Delégates Frosh and Kopp:

Thank you both again for bringing to my attention the need for a sound barrier on I-495 in the vicinity of Old Georgetown Road in Montgomery County. Your concerns and support mean a great deal to me and, as a result, I am pleased to tell you that I have approved this project.

Our review showed that the criteria for a noise barrier are met and that a barrier is justified at this location. I have directed the State Highway Administration (SHA) to proceed with the design of this project. As you may know, the funding for these projects requires local government to contribute 20 percent of the total construction costs. In turn, the State will fund the remaining 80 percent.

I have also written to County Executive Potter to advise that this project can proceed if the County agrees to contribute its 20 percent share. As the estimated total cost is \$6 million, the County's estimated cost would be \$1.2 million. If the County agrees to the funding, this project could begin construction as early as the spring of 1995.

I am pleased that we may be able to provide relief to the community along this section of I-495 and want to

The Honorable Brian E. Frosh The Honorable Nancy K. Kopp March 10, 1994 Page Two

thank you for your continued support for this project. We would not have been able to proceed without your interest and involvement. Your concern for this community was obvious, and I appreciate our friendship.

Sincerely,

Governor

cc: Mr. Hal Kassoff

bcc:

Mr. Charles B. Adams V

Mr. Dale Hilliard

Secretary O. James Lighthizer The Honorable Neil Potter

Mr. Stephen Zentz

Dictated by Charles Adams, SHA, 333-8063





O. James Lighthizer Secretary

Hal Kassoff Administrator

December 9, 1994

The Honorable Idamae Garrott Senate of Maryland 304 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Garrott:

I am writing about the project to landscape the median of Layhill Road, MD 182. Our plan was to have this work started by this fall. However, one of the bidders has challenged the low bid. This, in turn, delayed the execution of the contract for this project.

We expect that the issue will be resolved within the next month. However, with the approach of winter, we will be unable to proceed with the work until next spring. We truly regret this unavoidable delay.

If you have any questions, please do not hesitate to contact me or Charles Adams, our Director of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Chalitte d. Homes, Deputy
Hal Kassoff
Administrator

cc: Mr. Charles B. Adams

Mv.	telenhone	number is	

The Honorable Idamae Garrott December 9, 1994 Page Two

bcc: Mr. Creston J. Mills, Jr.

Mr. Bruce Gartner Mr. Richard McIntyre



O. James Lighthizer Secretary Hal Kassoff Administrator

July 12, 1994

The Honorable Leo E. Green Senate of Maryland 212 James Senate Office Building Annapolis MD 21401-1991

Dear Senator Green:

I am writing in response to your recent discussion with Charlie Adams, Director of our Office of Environmental Design, about the meeting he recently attended with the Lanham Station Area Citizens' Association.

You requested a summary of the meeting. The community was very interested in having a sound barrier constructed along the Beltway. Residents feel that recent construction in conjunction with the I-95/US 50 interchange has increased noise levels. They also cited the recent waterline construction by Washington Suburban Sanitary Commission (WSSC) as having added greatly to the noise problem because it removed the entire wooded buffer which existed between their homes and the State Highway Administration's (SHA) right-of-way.

Charlie explained that this community did not meet SHA's criteria for a noise barrier because it was developed after the construction of the Beltway. He also explained that the community had been previously told, in error, that it meets the eligibility criteria. I have enclosed a copy of Secretary O. James Lighthizer's letter, dated July 19, 1993, which acknowledges this regrettable error.

The community was to decide whether to request that SHA reassess whether anticipated affects of the I-95/US 50 project had been correctly analyzed. We will perform these additional studies if the community desires, but there really isn't anything SHA can do about the impacts which may have resulted from the WSSC construction.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

The Honorable Leo E. Green July 12, 1994 Page Two

If you have any questions, please feel free to contact me or Charlie Adams. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosure

CC:

Mr. Charles B. Adams

Mr. Creston J. Mills, Jr.

The Honorable Leo E. Green July 12, 1994 Page Three

bcc: Mr. Bruce Gartner



James Lighthize

Secretary

Hal Kassoff
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
5111 BUCKEYSTOWN PIKE
FREDERICK, MARYLAND 21701-8305

July 1, 1994

The Honorable Thomas Hattery District Office P.O. Box 88
Mt. Airy, MD 21771

Dear Delegate Hattery:

Thank you for taking the time to meet with John Concannon of my staff to discuss various traffic issues in the Walkersville area.

As you requested, enclosed is a copy of our recent speed study conducted along MD 194 near Crum Road. The posted speed limit in this area is 50 MPH. Our study revealed that the 85th percentile speed, or the speed at which most reasonable motorists are driving, is between 54 MPH and 56 MPH. At the request of Mr. Mallonee, we will be conducting additional speed studies during the morning and evening peak periods and will forward the results of those studies within the next several weeks.

We have contacted our Office of Environmental Design to evaluate the noise level around Mr. Mallonee's residence, #8 Wyndale Court, in Frederick County. They will be coordinating their activities directly with Mr. Mallonee. However, we stress that the State Highway Adminstration does not have a program for retrofitting sound barriers on roads such as MD 194.

If we can be of further assistance to you, please feel free to contact John Concannon, Traffic Engineer, at 1-800-635-5119.

Sincerely,

Douglas R. Rose District Engineer

DRR/JMC/msc

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

O. James Lighthizer Secretary Hal Kassoff Administrator

December 9, 1994

The Honorable Henry B. Heller Maryland House of Delegates 12706 Turkey Branch Parkway Rockville MD 20853-3443

Dear Delegate Heller:

I am writing about the project to landscape the median of Layhill Road, MD 182. Our plan was to have this work started by this fall. However, one of the bidders has challenged the low bid. This, in turn, delayed the execution of the contract for this project.

We expect that the issue will be resolved within the next month. However, with the approach of winter, we will be unable to proceed with the work until next spring. We truly regret this unavoidable delay.

If you have any questions, please do not hesitate to contact me or Charles Adams, our Director of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Chalelth L. Horsen, Deputy
Hal Kassoff
Administrator

CC:

Mr. Charles B. Adams

The Honorable Henry B. Heller December 9, 1994 Page Two

bcc: Mr. Creston J. Mills, Jr.

Mr. Bruce Gartner Mr. Richard McIntyre





William Donald Schaefer
Governor
O. James Lighthizer
Secretary
Stephen G. Zentz
Deputy Secretary

March 1, 1994

The Honorable Barbara A. Hoffman The Honorable Samuel I. Rosenberg 100 Lowe Office Building Annapolis MD 21401-1991

Dear Senator Hoffman and Delegate Rosenberg:

Thank you for your recent letter on behalf of the Regency Park community located between Park Heights and Stevenson Road, adjacent to the Baltimore Beltway (I-695).

This area was evaluated during the preliminary planning for expansion of the beltway. However, no commitment was made to build noise barriers in this area. As design of specific sections for I-695 proceeds, each community in this corridor, including Regency Park, will be re-evaluated to determine the noise impact of the widening. This re-evaluation will indicate where noise barriers should be constructed. The design for this segment of the beltway has begun, and we anticipate having the noise barrier analysis completed by the end of this summer.

I hope this information clarifies the status of the noise abatement issue with respect to the Regency Park community. If you have any further questions, please feel free to contact me or Charlie Adams, Director of the State Highway Administration's Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

O. James Lighthizer

Secretary

cc: Mr. Charles B. Adams



859-7600



142

O. James Lighthizer Secretary Hal Kassoff^{*} Administrator

March 8, 1994

The Honorable Theodore Levin Maryland House of Delegates 100 Lowe Office Building Annapolis MD 21401-1991

Dear Delegate Levin:

Thank you for your recent letter on behalf of the Regency Park community, which is located between Park Heights and Stevenson Road, adjacent to the Baltimore Beltway (I-695).

This area was evaluated during preliminary planning for the beltway expansion; however, no commitment was made to build noise barriers in this area. As design of specific sections for I-695 proceeds, each community in this corridor, including Regency Park, will be re-evaluated to measure the noise impact of the widening. These re-evaluations will determine where noise barriers should be constructed. The design for this segment of the beltway has begun, and we anticipate having the noise barrier analysis completed by the end of this coming summer.

I hope that this information clarifies the status of noise abatement at the Regency Park community. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Prepared by: Shawn Newsome



House of Delegates

ANNAPOLIS, MARYLAND 21401-1991

DISTRICT OFFICE:
114 SLADE AVENUE
BALTIMORE, MARYLAND 21208
486-0462

THEODORE LEVIN ELEVENTH DISTRICT BALTIMORE COUNTY

COMMITTEE:

February 16, 1994

Hal Kassoff
State Highway Administration
Office of State Highway Administrator
707 North Calvert Street
Baltimore, MD 21201

Dear Hal:

I have received several constituent inquiries as to the status of the installation of noise barriers on the north side of I-695 between Park Heights Avenue and Stevenson Road. I would MOW AME SIVES appreciate you dropping me a line as to when the project is scheduled. Also, needless to say the acceleration of the project has my complete support.

Thanking you for your anticipated cooperation.

Sincerely yours,

THEODORE LEVIN

TL/pg

cc: Judge Paul A. Dorf
Rhona P. Dorf
Charles Harrison
Ronald J. Taylor, M.D.
President, Regency Park Condominium



Maryland Department of Transportation

The Secretary's Office

Willam Donald Schaefer

Governor

O. James Lighthizer

Secretary

Stephen G. Zentz

Deputy Secretary

April 18, 1994

The Honorable Laurence Levitan Senate of Maryland 100 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Levitan:

I am writing as a follow-up to our recent meeting with Ms. Eileen Pierce of the Bradley Boulevard Citizens Association.

As we discussed, the State Highway Administration (SHA) will investigate the following:

- Determine the effects which existing noise levels from I-270, west spur, have on the Longwood area;
- Examine the projected change in noise levels that would result from expansion of the I-270 west spur; and
- Determine the extent and effect on noise levels which recent improvements to I-495 have had in the Newbold Drive area.

SHA will develop this information and get back to you by mid-May.

In the meantime, if you have any additional questions, please feel free to contact me.

Sincerely,

O. James Lighthizer

Secretary



146

O. James Lighthize? Secretary Hal Kassoff Administrator

February 17, 1994

The Honorable Timothy Maloney Maryland House of Delegates Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Maloney:

I am responding to your recent letter regarding the proposed noise abatement project along I-95 south of Brooklyn Bridge Road and the concern about the northern terminus of the sound barrier.

The area of Redmiles and Kenny Roads was studied to determine whether it met the criteria for inclusion in the West Laurel project. Noise measurements (conducted in 1990 and again in 1991) show that the residences in this area which are closest to I-95 experienced a maximum noise level of 63 decibels. Under our policy, an area must meet or exceed the impact threshold level of 67 decibels to be considered for sound barriers.

A second criterion for deciding whether to erect a sound barrier is whether that barrier will substantially reduce the noise which is experienced by occupants of the affected buildings. Previous studies show that noise barriers have little, if any, benefit to areas located beyond 300 feet from the traffic noise. Since the homes on Redmiles and Kenny Roads are located 400 feet or more from the highway, the potential reduction in decibel level is minimal.

Finally, while cost is only one aspect of any project, it must be weighed with other factors. The cost of extending the barrier system to protect the residences in the Redmiles and Kenny Roads area, estimated at over \$800,000, is not justified in light of the limited effectiveness of a sound wall at these distances and the failure of the noise levels to exceed the impact threshold.

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

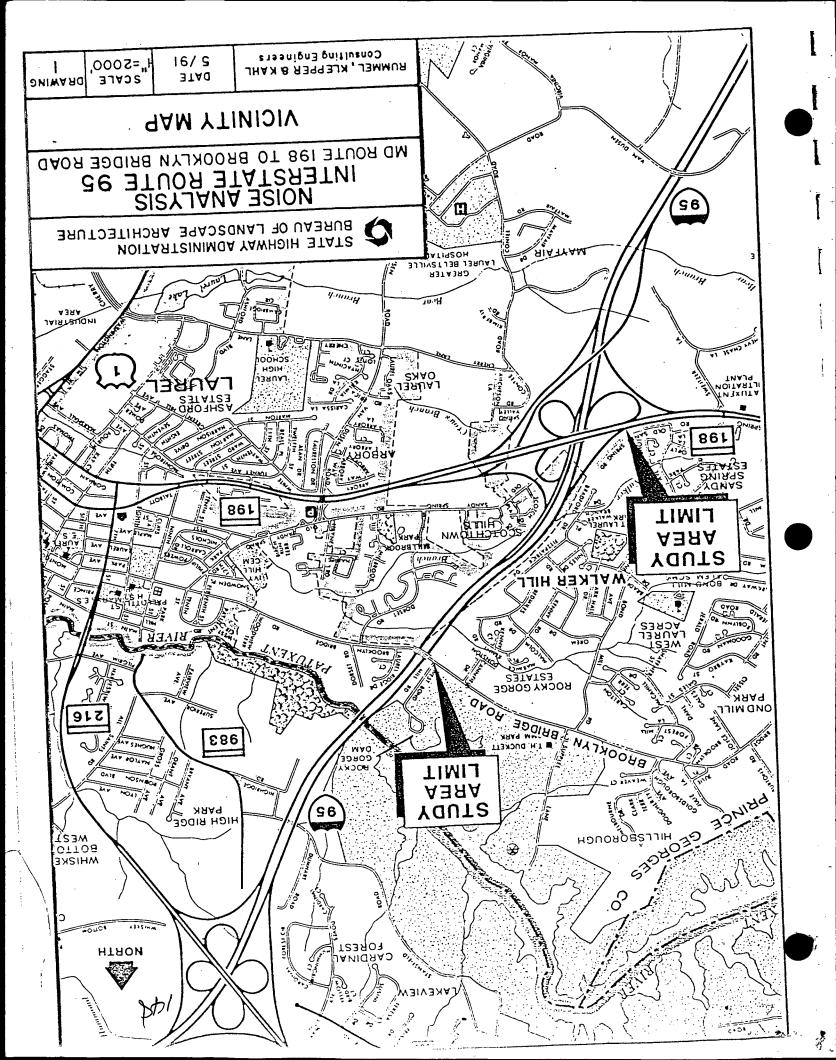
The Honorable Timothy Maloney February 17, 1994 Page Two

I regret that we cannot offer a more positive response to your inquiry, but hope that this letter clarifies our reasons for excluding the Redmiles Road area from this noise abatement project. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams





Maryland Department of Transportation

The Secretary's Office

William Donald Schaefer Governor O. James Lighthizer Secretary Thomas L. Osborne Deputy Secretary

September 15,1994

The Honorable Christopher J. McCabe 12400 Clarksville Pike Clarksville MD 21029-1225

Dear Senator McCabe:

Thank you for your comments on the Maryland Transportation Plan. As we near the end of the year-long plan development process we are especially interested in input from elected officials.

The State Highway Administration (SHA) is currently working jointly with Montgomery County and environmental resource agencies to determine whether an approvable alignment for the Brookeville Bypass can be identified. Once these studies are complete a determination will be made whether to add the road to the Consolidated Transportation Program. The Brookeville Bypass does not appear on the long-range plan map because the map only shows the primary highway network and MD 97 is on the State's secondary highway system.

With regard to your question about noise impacts to new residential construction along I-70 in the vicinity of Ellicott City, SHA's noise barrier policy is as follows. Noise barriers are only constructed to protect houses that pre-date a highway or are impacted by a major highway expansion. If houses are eligible, SHA makes a further evaluation of the site for feasibility and to be sure the project falls within the program's spending guidelines. In general we try to work with local jurisdictions to limit new development near highways and often comment on plans and zoning ordinances. In addition we encourage developers to mitigate noise impacts through landscaping or berms.

Thank you for your comment on BWI Airport. As of April, 1994, the number of commercial passengers through BWI was 41% above the same time in 1993. We expect even more passenger growth when the renovation of the terminal and construction of the new international pier are complete.

Please feel free to call me if you have any additional comments or questions.

Sincerely,

Paul J. Wiedefeld, Director

Office of Systems Planning and Evaluation

My telephone number is (410)- .

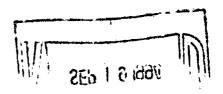
Senator Christopher J. McCabe September 15, 1994 Page 2

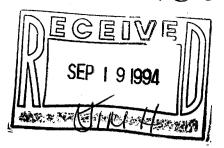
Secretary O. James Lighthizer Hal Kassoff cc:

Senator Christopher J. McCabe September 15, 1994 Page 3

bcc: Mr. Jim Hade, SHA

Mr. Neil J. Pedersen, SHA Mr. Glen Smith, SHA





Charlie



Maryland Department of Transportation State Highway Administration

Show!

O. James Lighthizer Secretary Hal Kassoff Administrator

November 10, 1994

The Honorable Edward Middlebrooks Anne Arundel County Council Arundel Center 44 Calvert Street Annapolis MD 21404-1831

Dear Councilman Middlebrooks:

I am writing as a follow-up to the recent CTP Tour meeting for Anne Arundel County. At that meeting, Ms. Sharon Chewning requested, on your behalf, that we provide information on noise barrier projects associated with MD 100.

The construction of MD 100 in Anne Arundel County will not include any noise barriers along the mainline. The noise impact analyses for this project determined that no areas met all of the criteria we have established for an area to be considered for noise barriers. Noise barriers are, however, being constructed in conjunction with the expansion of I-97, in the vicinity of the connection with MD 100. Noise barriers are included in the project now underway from New Cut Road to MD 174. These barriers, to be constructed along the north and southbound roadways, will provide noise reduction to the communities of Parke West and Glen Burnie Park.

Additionally, we are finalizing a feasibility study for the area along the ramp from westbound MD 100 to northbound I-97, to determine if noise barriers are warranted and feasible. This study should be completed within the next month.

If you would like more information about specific areas adjacent to MD 100, please feel free to contact me or Charles Adams, Director of our Office of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______

The Honorable Edward Middlebrooks November 10, 1994 Page Two

bcc: Mr. Keith Bounds

Mr. Bruce Gartner Mr. James D. Hade Mr. Edward H. Meehan Mr. Neil J. Pedersen

Prepared by Charlie Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

February 1, 1994

The Honorable Melvin G. Mintz Baltimore County Council Second District Court House Towson MD 21204

Dear Councilman Mintz:

Thank you for your recent telephone inquiry to the Office of Environmental Design concerning noise abatement for the Stevenson Village area adjacent to the Baltimore Beltway (I-695) in Baltimore County.

Several years ago the State Highway Administration conducted a noise study at the Stevenson Village community. We did find some of the residences to be impacted with noise levels ranging from 66-68 decibels. However, these homes were constructed after the completion of I-695; thus, they do not meet the requirement for date of construction under the State Highway Administration's Noise Abatement Policy. In addition, preliminary studies indicate that these homes also failed to meet the reasonable cost criterion of the Policy. A final determination of cost per residence cannot be determined until actual design of a noise barrier system for a particular area.

At the request of the community, we did provide additional landscaping in this area to provide some psychological relief from the traffic noise. We worked closely with community leaders to select appropriate plant varieties and to determine exactly where planting should be located.

Design studies for the widening of I-695 from Reisterstown Road to the Jones Falls Expressway (I-83) are underway. A noise reevaluation will be conducted as part of these studies. Each community in this corridor, including Stevenson Village, will be reviewed to determine anticipated impacts due to the widening. This will determine noise barrier eligibility. A timetable for this work has not yet been developed.

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free A. Jak

X56

The Honorable Melvin G. Mintz February 1, 1994 Page Two

We receive many more requests for noise barriers than we have the resources to address, and we must strictly adhere to the policy requirements in order to ensure a fair and equitable method of determining where noise barriers should be considered and erected.

I hope this information clarifies the situation concerning noise abatement at the Stevenson Village community. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

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The Honorable Melvin G. Mintz February 1, 1994 Page Three

bcc: Mr. Eugene Miller



O. James Lighthizer
Secretary
Hal Kassoff
Administrator

November 25, 1994

The Honorable Constance A. Morella Congress of the United States District Office Suite 507
51 Monroe Street Rockville MD 20850

Dear Congresswoman Morella:

Thank you for your recent letter on behalf of Mr. and Mrs. Frank J. Abate about noise from I-495.

The Al Marah Community in which Mr. and Mrs. Abate live was analyzed as part of the environmental impact study performed for widening of the beltway. This analysis examined the anticipated impact upon communities from Bradley Boulevard to the Potomac River. The study took into account physical modifications to the beltway together with future traffic volumes. The conclusion was that approximately eighteen residences would be impacted by the year 2010 in the Al Marah community.

Noise abatement possibilities were also analyzed and it was determined that a noise barrier to protect these homes would cost over \$67,000 per residence. One of the criteria which guides our noise abatement program is a maximum expenditure of \$40,000 per residence for noise barriers. This figure is calculated by dividing the number of affected homes which would be protected by a barrier, into the total cost of the barrier. In this case, the cost per residence significantly exceeded our maximum amount.

The State Highway Administration worked with a coalition of the local communities called CABN (Citizens Against Beltway Noise), which was very interested in the provision of noise barriers. None of the communities studied met the cost criterion. The result of these discussions was that special taxation districts were established for two areas. These communities were willing to pay the cost that exceeded the State Highway Administration's maximum. Six communities, including Al Marah, were represented by CABN and only the two communities where barriers have been constructed committed to the additional funding. It was for this reason that no other barriers were built. The determining factor was not the noise levels; it was the cost of abatement and the State's ability to justify that cost.

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free The Honorable Constance A. Morella November 25, 1994 Page Two

The Abates' letter refers to protection of the Burning Tree Country Club. The noise barrier along that particular area which overlaps the Country Club property was necessary to reduce noise at residences on Arrowwood Drive and Arrowwood Court. This barrier was not built to protect Burning Tree.

I hope this explains the situation at Al Marah. I have asked Charles Adams, Director of our Office of Environmental Design, to contact the Abates and address any questions they may have.

If you would like any additional information, please feel free to call me or Charlie Adams. Charlie can be reached at (410) 333-8063.

Sincerely,

Clabeth L. Home, Regnty
Hal Rassoff

cc: Mr. Charles B. Adams



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O. James Lighthizer Secretary Hal Kassoff Administrator

January 27, 1994

The Honorable Louis P. Morsberger The Honorable Kenneth H. Masters The Honorable Thomas E. Dewberry 304 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegates Morsberger, Masters, and Dewberry:

Enclosed is a report on the results of our recent traffic noise measurement study conducted in the Relay/St. Denis area adjacent to I-195 in Baltimore County.

We found current noise levels to be several decibels lower than predicted in the Environmental Impact Statement for I-195. This is because the predictions are based on traffic forecasts for the year 2005, and current traffic volumes have not reached the levels used in the predictions. In instances where current noise levels were equal to or slightly higher than predicted, it is likely that the corresponding traffic volumes and numbers of trucks were slightly greater than in the 2005 forecasts.

We also conducted a preliminary assessment of the cost of a noise barrier for this area. To protect the impacted homes, a noise barrier approximately 1200 feet in length and averaging 16 feet in height would cost over \$500,000. This equates to over \$80,000 per residence, which is well beyond the \$40,000 per residence allowed under the Noise Abatement Policy.

In summary, we feel the environmental studies for the I-195 project accurately predicted the noise impacts in the Relay/St. Denis area. Although some residences meet or exceed the 67 decibel threshold, there are an insufficient number of homes impacted to meet the reasonable cost criterion of the policy. This is why noise abatement measures were not included for this area in the construction of the I-195 highway project.

My telephone number is	

Delegates Morsberger, Masters and Dewberry January 27, 1994 Page Two

I hope this information clarifies the situation at Relay/St. Denis regarding the traffic noise situation. If you have any questions, or wish to discuss this matter further, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosure

cc: Mr. Charles B. Adams

bcc: Mr. Charles R. Harrison

Erepared by Gene Miller, 333-8071



TRAFFIC NOISE MEASUREMENT STUDY AND IMPACT ASSESSMENT

I-195 RELAY/ST. DENIS AREA January, 1994

INTRODUCTION

This report summarizes the results of a traffic noise monitoring study and impact evaluation conducted for the Relay and St.Denis communities in southwestern Baltimore County. The subject area is situated adjacent to I-195 between the interchanges with I-95 and U.S. Route 1 (Washington Boulevard).

Specifically, the evaluation describes the current level on noise impact from traffic on I-195 in the adjacent communities and assesses conditions in comparison to projections made during environmental impact studies conducted prior to the construction of I-195. Noise levels and traffic volumes and related parameters are examined.

STUDY APPROACH

Noise levels were measured on both a long-term and short-term basis. Specifically, an assessment of the noise level variation over a 24-hour period was made at one location. From these results, the "worst-case" or loudest noise hours were determined. Then, short-term measurements were made at the remaining locations throughout the study area during the identified period of highest noise levels.

Twelve (12) locations were chosen in the subject area to be representative of the wide range of site conditions that prevail throughout the community, as indicated on Exhibit 1. These sites also correspond to sites evaluated during the initial environmental studies for I-195. Site No. 7, at the dead end of Hazel Avenue, was selected as the location for 24-hour noise monitoring, because of its close proximity to I-195 and because it is located at the same distance from I-195 as the closest home on Magnolia Avenue (#1729).

In addition to the noise measurements, random sampling of the traffic conditions was also conducted on a number of different occasions. The intent is to establish some comparative benchmark between earlier predicted noise levels and current measured levels. This data should give an indication of the current volume and vehicular mix of traffic that can be compared to traffic data used in the earlier environmental study noise level predictions.

RESULTS

Exhibit 2 shows the noise level variation over a 24-hour period at Site No. 7. Monitoring was conducted to determine the hour(s) of the day during which the highest noise levels occur and was conducted on several different occasions to determine the trend. The chart shows that the morning rush-hour (6-9 am) yields the highest noise levels. During the evening rush-hour (3-7pm), the noise level is approximately 1 decibel (dBA) less than during the morning rush-hour. During the typical daytime "non-rush-hour" (9am-3pm),

Page 2

TRAFFIC NOISE MEASUREMENT STUDY I-195 - RELAY/ST.DENIS
January, 1994

the noise levels were a maximum of about 3 dBA lower than during the morning rush-hour. Noise levels were lowest during the late night/early morning hours.

Short-term noise level testing was then targeted for the morning rush-hour period at the remaining 11 sites in the study. The duration of each test was typically 15-30 minutes. As with the 24-hour testing, measurements were conducted on several different days and the highest level found at each site is reported in Table 1. Based on the hourly noise level variations demonstrated in the 24-hour testing, levels for the evening rush-hour, and daytime (non-rush) hours were projected for each site and also reported in Table 1. Based on the highest noise level measured at each site, it was then determined that a maximum of six residences are currently impacted above the impact threshold level of 67 dBA during some hours of the day. This is shown on Exhibit 3.

COMPARISON WITH EARLIER ENVIRONMENTAL STUDIES

The environmental impact studies conducted in 1981/82 prior to the construction of I-195 assessed noise impacts, based on future traffic conditions (for the year 2005). Forecasts of the percentage of trucks, average speed, and directional distribution (i.e highest percentage of the total vehicles traveling in one direction) will result in a certain level of impact. The combined effect of variations in these parameters can result in minor variations in the associated noise level.

Current measured noise levels were found to be generally consistent with noise levels <u>predicted</u> in the 1981/82 environmental studies conducted for I-195. Table 2 shows the <u>highest measured</u> and associated predicted levels for various locations in the study area. A summary of current traffic data from SHA, the randomly sampled traffic data taken during selected noise measurement test periods, and historical data from the 1981/82 studies is given in Exhibit 4.

In most cases, current levels were found to be several decibels lower than predicted. This is in part because the predictions are based on traffic forecasts for the year 2005, and current traffic volumes are below those used in the predictions. In instances where current measured noise levels were equal to or slightly higher than predicted, it is suspected that the corresponding traffic volumes and/or numbers of trucks were slightly greater than in the 2005 traffic forecasts. Also, the current directional distribution was found to be greater (60% or more) than the percentage figure used in the environmental studies (50%). This indicates a larger share of the traffic passed <u>closer</u> to the measurement sites, compared to the predicted scenario.

ANALYSIS SUMMARY AND CONCLUSIONS

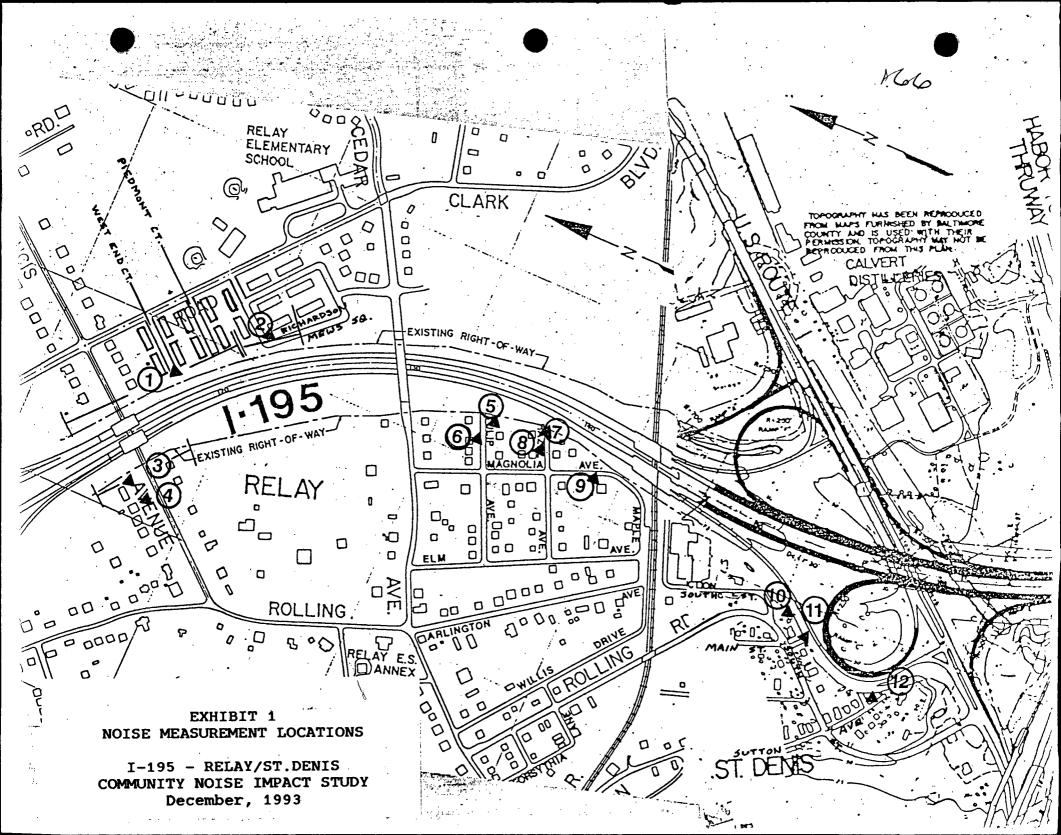
Variations in traffic conditions between those forecast in the original environmental studies and those recently sampled would account for

Page 3

TRAFFIC NOISE MEASUREMENT STUDY I-195 - RELAY/ST.DENIS
January, 1994

differences between predicted and measured noise levels in the study area. Overall, the environmental studies for the I-195 project presented a reasonably accurate prediction of noise levels in the subject communities, when compared to recently measured levels.

An assessment of traffic data randomly sampled during the noise monitoring program showed somewhat higher truck percentages and greater directional distribution in some cases, compared to data used in the 1981/82 environmental study.



24-HOUR NOISE LEVEL SUMMARY I-195 - RELAY/ST.DENIS 4946 HAZEL AVENUE

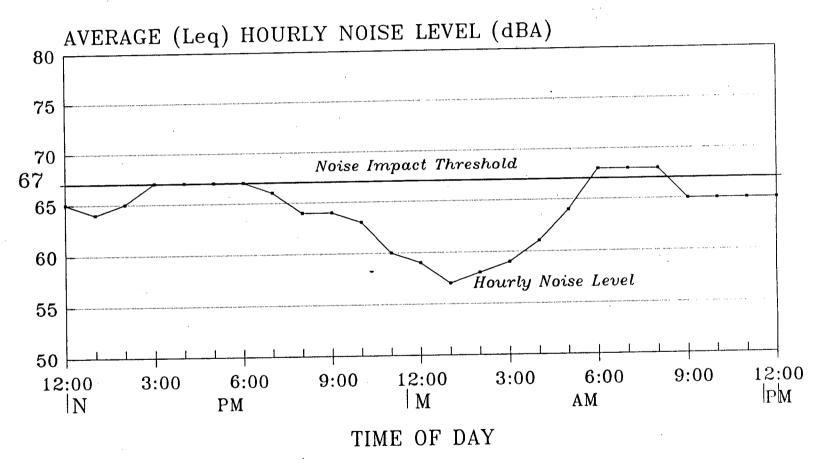


Chart developed from series of tests conducted December, 1993 to reflect highest noise level for each hour.

EXHIBIT 2

TABLE 1

SUMMARY ON AVERAGE (Leq) NOISE LEVELS I-195 - Relay/St.Denis December, 1993

Test Site <u>No.</u>	Location / Description	Morning (AM) Rush <u>(6-9am)</u>	Daytime (Non-Rush) (9am-3pm)	Evening (PM) Rush <u>(3-7pm)</u>
1	Richardson Mews/Francis Ave West End and Piedmont Cts Francis Ave., east of I-195	62	59	61
2	Richardson Mews - 5728 Richardson Mews Square (Side yard)	64	61	63
3	818 Francis Avenue - west of I-195 (Side yard)	65	62	64
4	816 Francis Avenue - west of I-195 (2nd row residence) (Front yard)	64	61	63
5	4942 Tulip Avenue - Side yard (At dead end of street at I-195)	71	68	70
6	4946 Tulip Avenue - Front yard (2nd row residence)	63	60	62
7	4946 Hazel Avenue * - Side yard (At dead end of street at I-195)	69	66	68
8	1723 Magnolia Avenue - Front yard (2nd row residence)	65	62	64
9	1734 Magnolia Avenue - Front yard	61	58	60
10	1813 Main Street at South St. (St.Denis) - Side yard	61	58	. 60
11	1813 Main Street and 5112 South Street (St.Denis) - Side and backyard	66	63	65
12	1845 Sutton Ave.(St.Denis) - Backyard	62	59	61

^{* - 24-}hour test site.

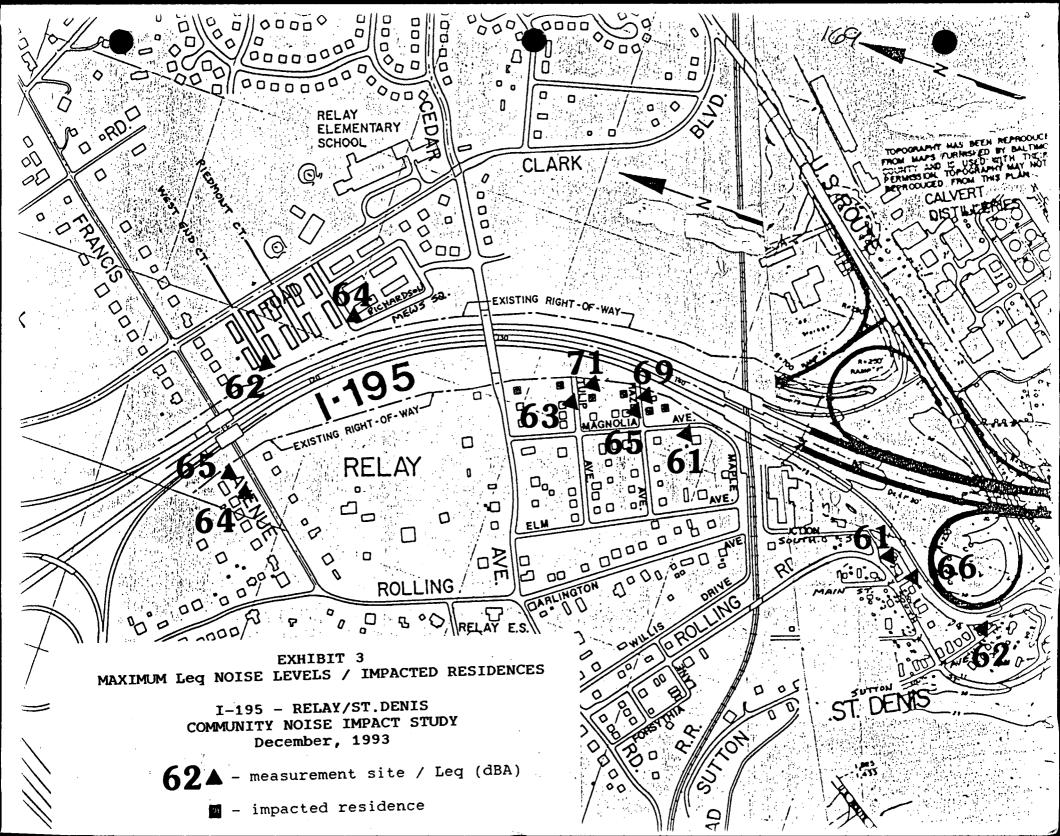


TABLE 2 - COMPARISON WITH ORIGINAL ENVIRONMENTAL STUDY I-195 - Relay/St.Denis December, 1993

SITE NO.	HIGHEST Leq DURIN 1993 (Measured)	G GIVEN STUDY (YEAR) 1981/82 (Predicted)*
1	62 dBA	67 dBA
2	64 dBA	66 dBA
3	65 dBA	65 dBA
<u>4</u>	64 dBA	n/a
5	71 dBA	72 dBA
6	63 dBA	n/a
7	69 dBA	72 dBA
. 8	65 dBA	n/a
. 9	61 dBA	62 dBA
10	61 dBA	64 dBA
11	66 dBA	64 dBA
12	62 dBA	62 dBA

^{* -} for design year 2005.
n/a - data not available.

1.5%

1.2%

I-195 FROM I-95 TO U.S.ROUTE 1 RELAY / ST.OENIS

CLASSIFIED	TRAFFIC COUNT	S TAKEN	DURING NOIS	E MEASUREMENT	STUDIES	CALCULATED	TRAFFIC PARAME	TERS		 Si t e	Leq
DATE	TIME	AUTOS	MT(1)	HT(2)	DIRECTION		OISTRIB.(3)	%MT	%HT	# ======	(dBA)
12/10/93	8:00-8:10 AM	197 423	6 11	10 18	WB EB	213 452 3990 -	68.0% EB Hourly volume	2.8% 2.4% (EQUIVALENT)(4.7% 4.0% 4)	•	71
12/10/93	8:20-8:30 AM	184 418	4 9	6 14	WB EB	194 441 3810 -	69.4% EB Hourly Volume	2.1% 2.0% (EQUIVALENT)	3.1% 3.24	•	69
12/13/93	8:55-9:05 AM	220 387	-	12 8	₩B EB	236 401 3822 -	63.0% EB Hourly Volume	1.7% 1.5% (EQUIVALENT)	5.1% 2.0%	•	64
12/14/93	8:00-8:05 AM	118 169		7 2	WB EB	126 172 3576 -	57.7% EB – Hourly Volume	0.8% 0.6% (EQUIVALENT)	5.6% 1.2%	•	88
12/14/93	8:30-8:40 AM	199 391		6 4	WB EB	 208 400 3648 -	65.8% EB - Hourly Volume	1.4% 1.3% (EQUIVALENT)	2.9% 1.0%	•	69
12/14/93	8:45-8:55 AM	185 334		4	WB EB	 195 340 3210	63.6% EB - Hourly Volume	3.12 1.52 (EQUIVALENT)	2.1% 0.3%	•	- 66
		HISTORIO	CAL COMPARIS	ON OF TRAFFIC	C DATA (YEAR)	HOURLY Volume	DIR. Distrib.	λ M T	zht	:====	=====
,		1982	FEIS/NOISE	REPORT 44	 200 2005	3978	50.07	1.0%	2.0%		

1993

32000

3200

60.0%

TRAFF.FORECAST.SECT.

Md SHA

1993

^{(1) -} medium-duty truck (2 axles, 6 wheels, no exhaust stack)

^{(2) -} heavy-duty truck (3 or more axles, w/exhaust stack)

^{(3) -} highest percentage of total vehicle volume traveling in one direction

^{(4) -} combined total volume (both directions), adjusted to 1-hour (example: 10-minute volume X δ = hourly volume (equivalent))



O. James Lighthizer Secretary

Hal Kassoff Administrator

September 30, 1994

The Honorable Nancy L. Murphy Senate of Maryland 2nd Floor 1330 Sulphur Spring Road. Arbutus MD 21227-2794

Dear Senator Murphy:

Thank you for the letter we recently received from you on behalf of the residents of the Huntsmoor section of the Halethorpe community. I would like to address your questions about the noise barrier project in their neighborhood and about barriers generally.

Noise abatement projects are classified as either Type I or Type II projects. Those which fall into Type II involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects which consist only of barrier erection.

Project #26 (from north of Southwestern Boulevard to north of Metropolitan Boulevard) is one of our remaining Type II projects. It has been determined to meet all of the criteria established by our policy, but has not yet been funded. We are initiating design for the remaining, unfunded, retrofit noise barrier projects. Our goal is to fund them over the next several years, subject to the availability of federal funds and a local share of 20% of the project cost.

Type I noise abatement projects, on the other hand, are those which are built in conjunction with roadway construction. Such a project is planned because an environmental impact analysis, conducted as a part of the highway planning process, predicts that the noise impact from the proposed highway will exceed a threshold. reading of 67 decibels (dBA). Barriers such as those along I-97 and I-795 are examples of Type I projects. In the case of I-97, the widening and expansion of existing MD 3 will result in increased noise impacts because traffic will be located closer to the adjacent communities. With the construction of I-795, a new highway

The Honorable Nancy L. Murphy September 30, 1994 Page Two

was introduced where no highway previously existed, resulting in noise levels which met or exceeded the 67 dBA impact threshold. When we analyze potential environmental impacts from new construction and find that a mitigable noise impact will result, mitigation is generally included in the project as a condition of our receiving federal funds for the road construction.

I hope this information satisfactorily addresses your concerns. As you requested, we have enclosed a copy of our status update on Type II projects. If you should have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff
Administrator

Enclosure

cc: Mr. Charles B. Adams

Mr. James Hade

Nont I see the soil to so the form the see the soil to the see the see



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O. James Lighthizer Secretary Hal Kassoff Administrator

November 25, 1994

The Honorable Darret Drown
Council Member
Howard County Council

George Howard Building
3430 Court House Drive

Ellicott City MD 21043-4392

The Honorable Shane Pendergrass Chairman Howard County Council George Howard Building 3430 Court House Drive Ellicott City MD 21043-4392

Dear Councilman Drown and Chairman Pendergrass:

We have evaluated the impact of highway traffic noise on the Hunt Club Estates community, adjacent to I-95 in the Elkridge area, as well as looked at the feasibility of constructing barriers. I have enclosed a copy of the report for your review.

The study monitored noise at homes which predate I-95, because homes built after the highway was constructed would not qualify for noise abatement under our criteria. We determined that noise levels at 12 homes are at or above the noise impact threshold of 67 decibels (dBA). These homes were included in the noise barrier feasibility and cost analysis.

The enclosed plan (labeled Exhibit A), shows the noise barrier that would be required to provide optimum noise reduction for the identified, impacted residences. (We achieve optimum results when we reduce noise levels at all such residences by 7-10 dBA; a change of less than 5 dBA is difficult to perceive.) A barrier system would range in height from 14-24 feet and would be approximately 2200 feet long. The cost of this system would be over \$1,700,000.

One of the criteria which guides our noise barrier program is a maximum expenditure of \$40,000 per residence. We calculate this figure by dividing the number of affected homes which would be protected by a barrier, into the total cost of the barrier. In this case, where there are 12 affected homes, the barrier would cost well over \$95,000 per residence.

Му	telephone	number is	

The Honorable Darrel Drown
The Honorable Shane Pendergrass
November 25, 1994
Page Two

We also considered a scaled-down barrier design which provided the minimum acceptable noise reduction of 5 dBA at the most severely impacted residences. The cost of such a system would range from \$800,000 to \$900,000, which translates to a cost per residence of from \$66,000 to \$75,000.

Under either approach, the cost would greatly exceed our criteria. We have therefore determined that the Hunt Club Estates community does not qualify for noise abatement.

I am sorry that we cannot offer a more positive response. If you have any further questions, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached (410) 333-8063.

Sincerely,

Hal Kassoff
Administrator

Enclosures

cc:

Ms. Kim Acton

Mr. Charles B. Adams

Eliphoth L. Homer, Deputy

Ms. Natalie Eades

Mr. Ken Polcak

Ms. Betty Sydnor



Shawk

O. James Lighthizer Secretary Hal Kassoff Administrator

December 9, 1994

The Honorable Carol S. Petzold Maryland House of Delegates 14113 Chadwick Lane Rockville MD 20853-2103

Dear Delegate Petzold:

I am writing about the project to landscape the median of Layhill Road, MD 182. Our plan was to have this work started by this fall. However, one of the bidders has challenged the low bid. This, in turn, delayed the execution of the contract for this project.

We expect that the issue will be resolved within the next month. However, with the approach of winter, we will be unable to proceed with the work until next spring. We truly regret this unavoidable delay.

If you have any questions, please do not hesitate to contact me or Charles Adams, our Director of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Elyabeth L. Horser, Deputy

Hal Kassoff

Administrator

cc: Mr. Charles B. Adams

-b7

The Honorable Carol S. Petzold December 9, 1994 Page Two

bcc: Mr. Creston J. Mills, Jr.

Mr. Bruce Gartner Mr. Richard McIntyre





O. James Lighthizer Secretary Hal Kassoff Administrator

February 17, 1994

The Honorable Joseph R. Robison Mayor City of Laurel 350 Municipal Square Laurel MD 20707-4181

Dear Mayor Robison:

I am writing to follow up your previous correspondence with Governor Schaefer and Secretary Lighthizer regarding the noise barrier along I-95 at the West Laurel community.

In your letters, you expressed concerns about the effects of noise levels on unprotected communities on the opposite side of the highway. We are building an absorptive noise barrier which will prevent reflection of noise to other areas. With this type of construction, we do not expect any negative impact on residences opposite the barrier.

I hope that this information satisfies your concerns regarding the West Laurel project. If you wish to discuss this matter further, please contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely.

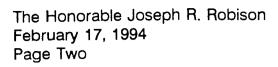
Hal Kassoff Administrator

cc: Mr. Charles B. Adams

P.S. We wonded to give you that the this op take now that the project is mosing a head.

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



bcc: Mr. Gene Miller





O. James Lighthizer Secretary Hal Kassoff Administrator

February 17, 1994

The Honorable Richard Rynd Maryland House of Delegates 310 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Rynd:

I am responding to your recent telephone inquiry to Charlie Adams, Director of our Office of Environmental Design, concerning the traffic noise situation at two locations adjacent to I-695 in Baltimore County. One is the Woodholme Village community located west of Woodholme Avenue and the other is Woodholme Avenue itself.

There are a number of criteria that must be met for a community to be considered for noise abatement measures under the State Highway Administration Noise Abatement Policy. One of these requires a majority of the impacted homes to have been built prior to the original construction of the highway. A number of years ago we studied the Woodholme Village/Woodholme Avenue areas and found that the homes in Woodholme Village were constructed after completion of I-695; unfortunately, this community does not meet the requirement for date of construction under the policy.

Our investigation of the area along Woodholme Avenue found there were homes in this location that pre-date the original Beltway construction. However, they do not meet the reasonable cost criterion of the policy. This is calculated by dividing the number of homes impacted into the cost of noise abatement measures, and the resultant cost per residence cannot exceed \$40,000. Since the homes along Woodholme Avenue are sparsely situated, the cost of \$40,000 per impacted residence would be greatly exceeded.

We receive many more requests for noise barriers than we have the resources to address, and we must adhere strictly to the policy requirements in order to ensure a fair and equitable method of determining where noise barriers should be considered and erected. The retrofit noise barriers along the Beltway, including those near Liberty Road for the Woodlawn and Lochearn communities, were built because these areas met the eligibility criteria of the policy.

My telephone number is	
,	



The Honorable Richard Rynd February 17, 1994 Page Two

I hope this information clarifies the situation concerning noise abatement at the Woodholme Villagé and Woodholme Avenue areas. If you have any questions or wish to discuss this matter further, please feel free to contact me or Charlie Adams. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

July 7, 1994

The Honorable Richard Rynd 310 Lowe House Office Building Annapolis MD 21401-1991

Dear Delegate Rynd:

Secretary O. James Lighthizer has asked me to reply to you on his behalf and to thank you for sending him the letter you received from the Stevenson Post Homeowners' Association.

Your letter to the association was correct: noise barriers cannot be built until widening of the Beltway (I-695) occurs. The reason for this is that the Stevenson Post area was developed after the Beltway and would only qualify for noise abatement in conjunction with future expansion of I-695.

We are presently evaluating a number of areas along the Beltway to determine if they meet the criteria for a noise barrier. This evaluation includes the anticipated noise impact from Beltway expansion, the feasibility of building an effective barrier, and the reasonableness of cost (which must be less than \$40,000 per residence). We expect to finish our studies by mid-September, at which time we will contact you with the results.

If the area is determined to meet noise abatement criteria, a barrier will be constructed as part of future Beltway widening. These needed improvements have not yet been scheduled because funding is not currently available.

In the meantime, if you have any questions, feel free to call me or Charles Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______



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O. James Lighthizer Secretary Hal Kassoff Administrator

October 27, 1994

The Honorable Paul S. Sarbanes United States Senate Hart Senate Office Building Room 309 Washington DC 20510-2002

Dear Senator Sarbanes:

Thank you for your recent letter concerning a sound barrier for the Willow Grove Community in Prince George's County.

Senator Decatur Trotter's letter to Congressman Albert R. Wynn accurately summarizes the circumstances at Willow Grove. Due to an oversight, sound barriers were not fully considered along the section of US 50 where Willow Grove is located. An in-depth feasibility study to determine if an effective sound barrier could be provided within our cost guidelines is now underway and will be completed by the end of this year.

If the study determines that all criteria are met, we will proceed with the preparation of final construction documents by June 1995. Funding for a barrier would come from federal money which we receive annually for highway construction, and which cannot be committed until the results of the feasibility study are available. We are dedicated to working with the community, Senator Trotter, and you to fund a project if the feasibility study results are favorable.

I hope this information adequately responds to your concerns. If you have any additional questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

The Honorable Paul S. Sarbanes October 27, 1994 Page Two

bcc: Mr. Jim Hade

Mr. Creston J. Mills, Jr. Mr. Charles R. Olsen Mr. Thomas L. Osborne Mr. Neil J. Pedersen

Prepared By: Charles B. Adams





O. James Lighthizer Secretary Hal Kassoff Administrator

December 9, 1994

The Honorable Leonard H. Teitelbaum Maryland House of Delegates 221 House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Teitelbaum:

I am writing about the project to landscape the median of Layhill Road, MD 182. Our plan was to have this work started by this fall. However, one of the bidders has challenged the low bid. This, in turn, delayed the execution of the contract for this project.

We expect that the issue will be resolved within the next month. However, with the approach of winter, we will be unable to proceed with the work until next spring. We truly regret this unavoidable delay.

If you have any questions, please do not hesitate to contact me or Charles Adams, our Director of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Elyabeth L. Horsen, Dynnby Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

The Honorable Leonard H. Teitelbaum December 9, 1994 Page Two

bcc: Mr. Creston J. Mills, Jr.

Mr. Bruce Gartner Mr. Richard McIntyre





O. James Lighthizer Secretary Hal Kassoff Administrator

December 5, 1994

The Honorable Virginia M. Thomas Maryland House of Delegates 6153 Forty Winks Way Columbia MD 21045-4513

Dear Delegate Thomas:

Thank you for your letter on behalf of Mr. Williams, regarding noise near his residence adjacent to MD 32 in Columbia.

As you requested, we do intend to monitor current noise levels at Mr. Williams' home. We will also investigate the possibility of providing some sort of landscape buffer which would create a visual shield from the traffic along MD 32.

In the next two weeks, someone from our Environmental Design Office will contact Mr. Williams to discuss a timetable for obtaining these measurements. In the meantime, if you have any questions, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

√ Hal Kassoff

Administrator

cc:

Mr. Charles B. Adams

Mr. Jim Hade

Ms. Shawn Newson Mr. Robert Williams

My telephone number is ______





O. James Lighthizer Secretary Hal Kassoff Administrator

October 24, 1994

The Honorable Virginia M. Thomas House of Delegates 6153 Forty Winks Way Columbia MD 21045-4313

Dear Delegate Thomas:

Thank you for your letter on behalf of Mr. Murray Huntoon, regarding the noise situation near his residence adjacent to US 29 in Columbia.

We have talked to Mr. Huntoon about his request and have just received documentation from him which recounts his efforts to receive noise abatement. Once we have reviewed this information, we will be able to determine whether a re-analysis of the area will be necessary.

We will contact you when we have finished this review, which I expect to occur within approximately 30 days, to give you our findings. In the meantime, should you have any questions, please feel free to contact me or Charles Adams, Director of our Office of Environmental Design. Charles can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

Mr. James Hade

My telephone number is ______





O. James Lighthizer Secretary Hal Kassoff Administrator

April 5, 1994

The Honorable Virginia M. Thomas Maryland House of Delegates 219 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Thomas:

Thank you for your recent letter about the issues which have been raised by your constituents in the River Glen neighborhood.

Your first item concerned the possible extension of the existing earth berm. The feasibility of an extension will be determined by environmental factors such as wetlands, topography and cost of any suggested or proposed modifications. The State Highway Administration (SHA) will also determine what benefit it might have on noise reduction in the area. This design study will also address additional screening.

We can calculate noise levels in this area with our computer program. This would give us a basis for comparison when we perform post-construction noise level monitoring.

You also asked about the noise benefit from additional plantings on the berm. We have found that as vegetation grows to a point where traffic is screened from view, an additional psychological benefit is achieved.

Regarding the chainlink fence, SHA can install a six foot chainlink fence in the River Glen area. If the Homeowners' Association prefers some other type of fence, we could participate in the cost equivalent to the cost of the chainlink fence. District Engineer Doug Rose is developing this cost information for discussion at your upcoming meeting with him. Our initial design feasibility study for the berm will be completed in time for that meeting. Doug will also be able to address the design and timetable, as well as the estimated cost for the installation of the chainlink fence when you meet with him.

My telephone number is _____

The Honorable Virginia M. Thomas April 5, 1994 -- Page Two

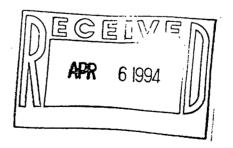
Thanks for bringing your constituents' concerns to our attention. If you have any further questions, please feel free to contact me or Doug Rose. Doug can be reached at (301) 694-2145.

Sincerely,/

Hal Kassoff Administrator

cc: Mr. Douglas R. Rose

bcc: Mr. Charles B. Adams



VIRGINIA M. THOMAS VICE CHAIRMAN **ENVIRONMENTAL MATTERS COMMITTEE**

HOUSE CHAIRMAN OF THE JOINT COMMITTEE ON HEALTH CARE **DELIVERY AND FINANCING**

CHILD CARE ADVISORY COUNCIL

SELECT COMMITTEE ON DRUG AND ALCOHOL ABUSE

GOVERNOR'S ADVISORY BOARD ON RESIDENTIAL PROGRAMS FOR ELDERLY AND DISABLED ADULTS

GOVERNOR'S TASK FORCE ON NON-TIDAL WETLANDS

GOVERNOR'S COMMISSION ON LONG TERM CARE



HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401-1991

HOWARD COUNTY - DISTRICT 13A

February 9, 1994

Mr. Hal Kassoff, Administrator State Highway Administration 707 North Calvert St. 21201 Baltimore, Md.

Dear Mr. Kassof

I recently met with the members of the River Glen Homeowners Association and listened to their concerns regarding highway noise, visual screening and ready access to the community which makes the residents vulnerable to unwanted intruders.

I am sure you are aware that River Glen is located at the intersection of Maryland Rt. 32 and Rt. 29 in Howard County.

There are a number of questions I have and I would appreciate it if you would address each of them.

Item 1. Noise Abatement: Currently there is an earthen berm which, to my understanding, was constructed to prevent water runoff rather than for noise abatement. I am wondering if it is possible to enlarge the berm to create a noise barrier within the 100 foot setback without encroaching on private property? Secondly, it is my understanding that SHA is planning to do a noise study in mid-1996 after the current construction on Rt. 32 is completed. Is it possible to do that study now using computer models?

The third question on this subject would be whether additional plantings on the berm would provide any additional barrier to the noise?

Item 2. Ready Access and Visual Screening: Citizens have complained that strangers present themselves at all hours and, claiming to have car trouble, ask to use the telephone. Currently there is no fence to control this access. There is also a problem with neighborhood children cutting through other neighbors yards to cross Rt. 32. This is an extremely dangerous practice.

LEGISLATIVE OFFICE: LOWE OFFICE 8LDG., ROOM 219-C ANNAPOLIS, MARYLAND 21401-1991 TELEPHONE (410) 841-3205 TOLL FREE: 1-800-492-7122

DISTRICT OFFICE: 61S3 FORTY WINKS WAY COLUMBIA, MARYLAND 21045-4313 TELEPHONE: (410) 730-048S TTY (410) 841-3814

River Edge letter Page 2 February 9, 1994

I understand that you have plans for installing a six foot high chainlink fence as a part of the current Rt. 32 project. My question on this matter is whether SHA would be willing to negotiate with the Community Association to provide a stockade type fence to act as a visual screen and security barrier? The Association members have indicated a willingness to contribute financially achieve this goal. However, it would be necessary for you to ascertain the difference in the cost of the two types of fencing before they would be able to commit to the project. Finally, from a safety point of view, I think that the community should not have to wait until 1996 for this project to get underway.

After I receive your response and review your answers to these questions, I would like to arrange a meeting with you, me and the Association.

Your time and attention to these inquiries is greatly appreciated.

Sincerely,

Virginia M. Thomas District 13A

VMT:wb



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O. James Lighthizer Secretary Hal Kassoff Administrator

November 16, 1994

The Honorable Virginia M. Thomas Maryland House of Delegates 6153 Forty Winks Way Columbia MD 21405-4313

Dear Delegate Thomas:

We have reviewed the information which pertains to the request of your constituent, Mr. Murray Huntoon, and I would like to share our findings with you.

The community of Guilford Downs was evaluated for noise impacts as part of an environmental study conducted during planning for the widening of US 29. We found that noise levels in that area would exceed the Federal Highway Administration noise criteria by 1-5 decibels. However, we also found that the cost to construct a noise barrier would be approximately \$90,000 per home. This greatly exceeds our \$40,000 per residence maximum. In light of this information, the Guilford Downs community does not qualify for noise abatement.

I regret that we can't give you a more positive response. If you have any questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

Mr. James Hade

Mr. Murray Huntoon

Ms. Shawn Newson

My telephone number is ______